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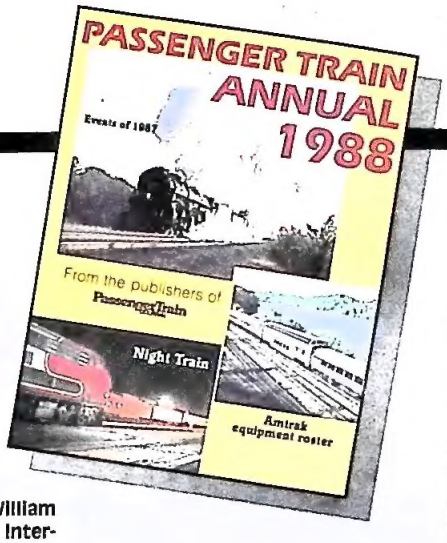

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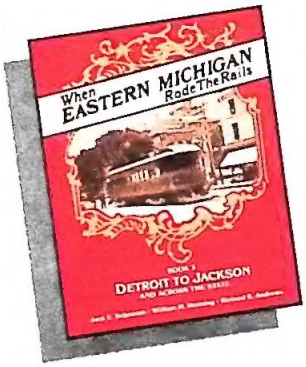

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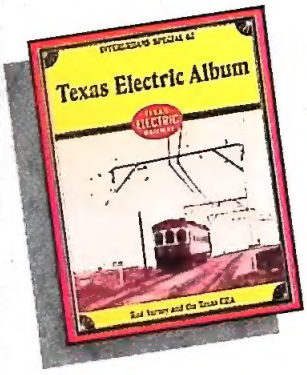

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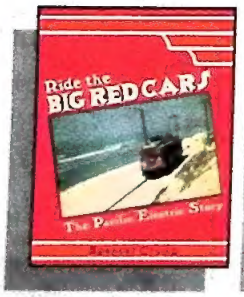

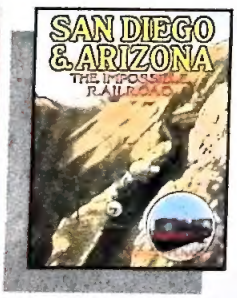

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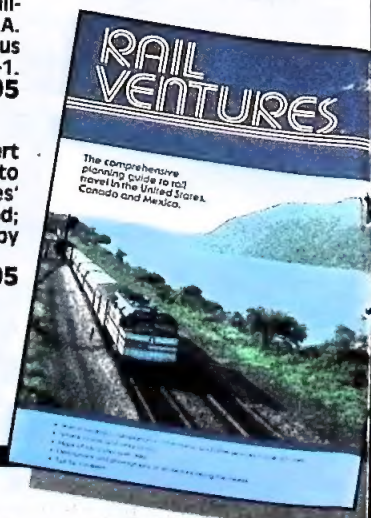

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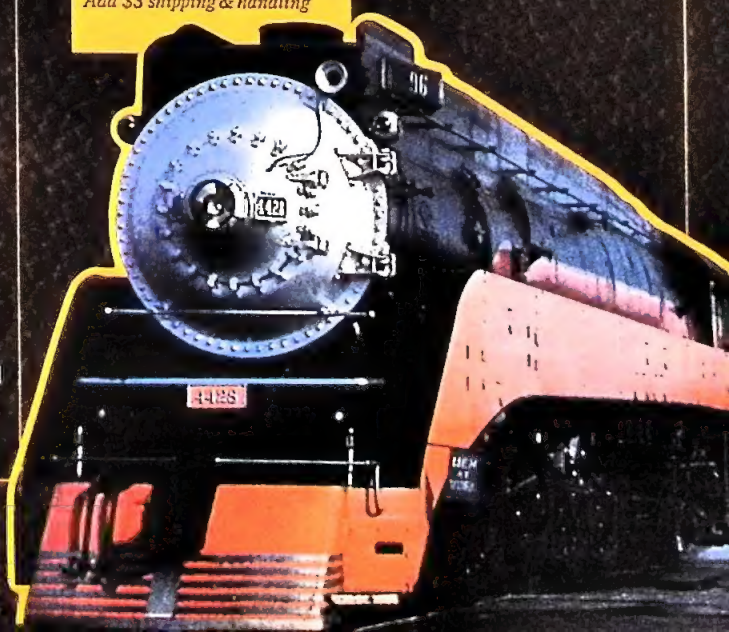

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KODACHROME THOMAS R SAVIO LIGHTING J BENNER and P SCHULER

NAPA VALLEY Wine Train equipment posed at Rocktram, Calif., on July 8, 1988, with FPA4s 71 and 72 and NVRR observation car *Argonaut*. See page 36 for an update.

Railnews

EXTACHROME STEVE HAUFF

PORT TOWNSEND REVIVED rail service on June 5, 1988, with the arrival of the barge *Glacier Bay* carrying ex-Seattle & North Coast SW1 52. See page 36 for details.

QUEBEC IRON & TITANIUM GP9 39, purchased as No.139 from Quebec, North Shore & Labrador in 1986, displays its chopped nose and new paint at Havre Sainte Pierre, Quebec, on May 7, 1988 (**below**). QI&T owns two other ex-QNS&L GP9s.

KODACHROME OLEV TAREMAE

SP/UP BRINE TRAINS began their summer rush hauling magnesium chloride from Leslie Salt Co. in Newark, Calif., to the AMAX plant in Rowley, Utah, in June 1988. Eastbound loaded train NKELU (**below**) departed Newark July 2, 1988. See page 36.

KODACHROME DON MARENZI

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From the Publisher's desk: Vermont railroading

The Rutland was one of those very special railroads that grabbed the railfan at first sight. It had classy steam power later replaced with Alco road switchers. It maintained a fleet of wooden passenger cars which were kept in operation years after similar equipment had been retired by most other roads. Most of its operations were confined to the state of Vermont, and it had junction points with a number of other roads including the Delaware & Hudson, Boston & Maine and Central Vermont. A weekend of Vermont railroading back in the early 1950s used up a lot of film, though hotel rooms cost as little as $3 for a single, and the food was usually plentiful and cheap by New York standards.

The Rutland maintained a large engine terminal in Rutland and smaller roundhouses at Bellows Falls and other points. Steam power was mostly of New York Central design, reflecting the Rutland's earlier heritage. If the aroma of soft coal smoke disappeared with arrival of the diesels, fandom's love affair with the "Rut" continued unabated. The sight of Rutland trains running through the Green Mountains past wooden covered bridges and innumerable streams was an irresistible combination. After some years of financial difficulties, the Rutland finally quit operating in 1961 following a walkout of the operating personnel in 1960.

It wasn't until 1964 that the first train again rolled into Rutland using a former Middletown & New Jersey GE 44-tonner with Vermont Railway insignia. The old Rutland had been acquired by the state, which split the road into three short line segments: the Vermont Railway, the Green Mountain Railroad Corporation and the Clarendon & Pittsford, acquiring some former D&H trackage.

Although passenger service had been discontinued, summertime saw frequent special runs, many of them steam powered. Nelson Blount's Steamtown settled into a location just north of Bellows Falls, where it remained for many years until being moved to Scranton, Pennsylvania. The Vermont short lines became a mecca for railfans hunting boomer power. The new Vermont railroads added to their rosters power formerly owned by the DL&W, L&HR, PRR, DSS&A, NYS&W, C&O, Conrail, NP, and ITC. The Vermont Railway also added some new EMD GP38-2s to its roster.

Operations are different than they were in Rutland days. Crews are smaller, and trains are less frequent. Winter snows still demand use of plows to keep the tracks clear. The old Rutland engine terminal is now a large shopping mall, but new facilities have been built elsewhere. The photo spots once so popular with the Rutland are mostly still there. Vermonter Phil Jordan has chronicled the three short lines in his new book *Rails Beyond the Rutland* (Carstens C54 $12.95), including many photos by Edwill H. Brown, now available from railroad book sellers and hobby shops or direct from the publisher.

TRAIN MPA

RAILFAN & RAILROAD

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Cover

The color is Burlington Northern green, but the herald on the cab is a bit different. This is the Utah Railway at Martin, Utah, and the unit is ex-BN F45 6613, which on this day in 1987 is paired up with sister 6608 to power a mine run to Wattis. The ready track crew is about to remove their blue flag from the grab iron on the nose. The story of the motive power changes on this once all-Alco coal hauler begins on page 40. Ektachrome by Don Sims.

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Fanmail

The Illini Trip to Silverton

Your MARKERS column "Return to Silverton" in the June 1988 issue brought back fond memories. I, too, was on the June 1959 Illini Railroad Club trip, fresh out of my first year in college. It was a special trip in many ways as it brought to life the Colorado nostalgia introduced by Lucius Beebe and others through books and the rail magazines of the era. Drinking my first Coors at the Strater Hotel, steam on the "Q" and watching 498 drift down behind us from Cumbres left strong memories.

While the fake diamond stacks were observed, the chance to experience transportation of a past time were of greater focus. Mr. Bradshaw is to be commended for his preservation efforts, and he deserves all the support he can get, as the monetary risks are high in the game of railroading.

Thanks for the vignette into the past.

GORDON H. FAY
President
Seminole Gulf Railway

Cumbres and East Broad Top

Given a choice of seeing an East Broad Top Mike on Cumbres or turning on the wye at Robertsdale, I'd settle for the latter. The chances of either event taking place are probably less than slim.

How sad it is to visit Orbisonia only to see the shops and contents slowly rusting away. One can reach out and touch our heritage in a place like that, and surely it is worthy of restoration. As it is, the place is a national treasure headed for oblivion.

ALBERT J. ROST
Washington, D.C.

More Than a Little Calumet

Okay, for our geography lesson today, we're going to tackle the Calumet waterways (pages 30 and 31, August 1988 R&R). The Little Calumet River has its source in Porter County, Indiana, and flows westward through that state roughly parallel to Interstate 94. At the Illinois state line, it wanders northwest toward Blue Island before curving back eastward, then northward, to flow into Lake Calumet.

The Grand Calumet River is not nearly as grand as the Little Calumet. The Grand Calumet originates in Gary and flows westward through Indiana, roughly paralleling the Toll Road some two or three miles north of the Little Calumet. Where the Toll Road curves north, the Grand Calumet continues west, again flowing into Lake Calumet.

Lake Calumet is a lake in name only; it's Chicago's deep water port, but most of the once-immense area has been drained or filled in. From Lake Calumet, barges can head toward the Mississippi by going up the Little Calumet River to Calumet Park, then the Calumet Sag Channel west to the Chicago Sanitary & Ship Canal, which eventually joins the Des Plaines River (then the Illinois, then the Mississippi). The term "Cal-Sag" comes from Calumet and Saganashkee Slough.

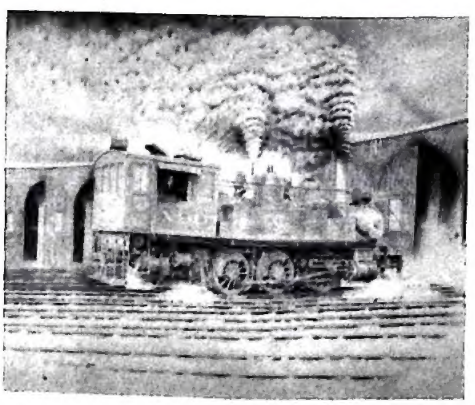
Also from Lake Calumet, lake- and ocean-going ships can reach Lake Michigan by going down the Calumet River (not "Grand," not "Little," just plain "Calumet"). The Calumet flows under (or flowed under, until May 8) the B&OCT bridge, among other things. There are B&OCT bridges over the Little Calumet, but the river isn't navigable in those places. The Grand Calumet River must have been navigable at one time because there was an impressive drawbridge for the C&O, Erie and Monon southeast of State Line Interlocking in Hammond. Yet, despite all of the massive road and rail bridges that cross it, the Grand Calumet River I've seen is a trickle that must move only a little faster than the surrounding marshes.

CARL SHAVER
Lombard, Ill.

Morgan Tower and a Drawbridge

I greatly enjoyed Fr. Dale Peterka's feature about Conrail's ex-New York Central Morgan Tower in the May 1988 issue. Having spent an inordinate portion of my formative years within the confines of both Riverdale and Dolton (Ill.) interlocking towers, I was literally flooded with bittersweet memories of long, sultry afternoons spent badgering the always accommodating operators and contemplating the intricacies of their physical plants.

It is a below zero, misty morning in 1954 at the 48-stall Shoreham roundhouse in Minneapolis. This Centennial limited edition print by illustrator Philip Sularz depicts an awakened Soo Line 0-6-0T X-90 as she prepares to do battle against the bitter Minnesota cold and groaning iron. The escaping exhaust and heavy flange squeal noisily demonstrate the X-90's active role in work service at Shoreham shops. But it is late and her future has few tomorrows. Limited edition prints are available in two sizes: 14"x17" - $15.00 ea. and 17"x20" - $25.00 ea. with a clear margin. Prints are signed, numbered, titled (Winter Goat) and printed on 65 lb. Navajo Cover. Prints are mailed in a sturdy tube with history sheet. Please include $2.00 for postage and handling. Make check or money order to:



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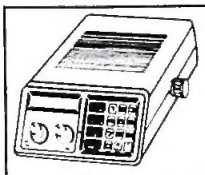

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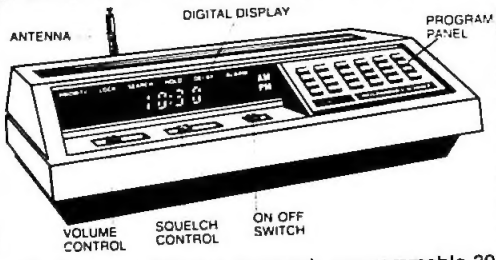

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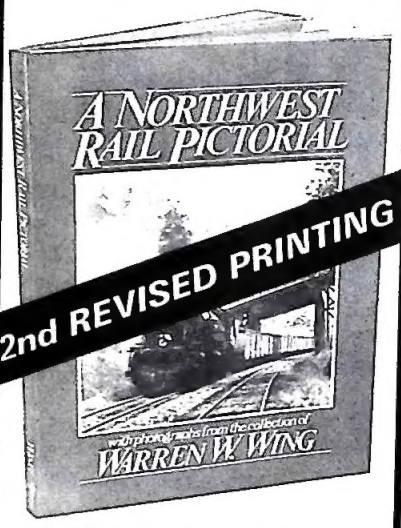

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It is indeed a tragedy that "bottom-line" economics and fear of costly litigation have conspired to de-personalize railroading. I empathize with younger railfans who find many of the sources of information previously available to older generations to be off-limits or non-existent. It is in this regard that I am enlisting the assistance of those of us who were fortunate enough to have such "transportation classrooms" at our disposal.

As I am presently preparing a book about interlocking/signal towers, I would like to correspond with people familiar with their construction, maintenance and operation; this list includes those individuals such as engineers, maintenance-of-way employees, transportation employees, agents and operators, railway officers, railfans and photographers. Some of the materials needed for inclusion in the book are: photographs (both of towers and operations within their interlocking limits); plans and working drawings; track diagrams; information about the various kinds of control equipment (both mechanical, pneumatic and electro-mechanical); names and addresses of equipment suppliers; names and addresses of present and former tower operators; stories and anecdotes about operations, wrecks, unusual occurrences, etc.; status and location reports of remaining towers (both operating and abandoned); and information about preserved installations. Those interested in corresponding and/or sending material for inclusion in the book are encouraged to write to me at the address provided below.

I would like to point out a small error on pages 30-31 in the August issue. The Cypriot-registered cargo ship *Pontokratis* did indeed destroy CSX's ex-Baltimore & Ohio Chicago Terminal Railroad bridge over the Calumet River, not the Little Calumet River. The Calumet River is formed at the confluence of the Grand Calumet and Little Calumet Rivers, which lose their identities at a point just west of Torrence Avenue near 138th Street by the Chicago-Burnham, Ill., border. Also, the "Lil' Cal" doesn't feed into the Illinois River directly; rather, the waterway connects with the Calumet Sag Channel (near Riverdale), which follows the Calumet Sag, an ancient glacial streambed. The Cal-Sag connects with the Chicago Sanitary & Ship Canal, which flows into the Des Plaines River, one of the components of the Illinois River.

JAMES E. HUMBERT
301 St. Anthony Ave. S.E. #3H
Minneapolis, MN 55141-3718

Photo Line

I am glad to see the return of PHOTO LINE and look forward to seeing older black & white photos from all parts of the country on a regular basis.

I enjoyed Robert Harmen's Milwaukee Road photo in the August R&R, on the line which now sees Weyerhaeuser log trains. There is a two-letter error in the caption. The adjacent BN main line is former NP, not GN.

JOHN C. ILLMAN
Nordland, Wa.

Timetable

Listings in this column are published without charge and are run on a space-available basis at the editor's discretion. Policy is to run two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 10th of the month, four months prior to the issue cover date (eg. January 10 for April issue). Each issue will be in circulation for the full month preceding its cover date (eg. April issue available during all of March).

RAILFAN EVENTS

NORFOLK SOUTHERN, 1988 Excursion Season. The following listings indicate: **Date,** locomotive, route and (sponsoring organization). See listings at end for addresses of sponsoring organizations and contact them for tickets, fares and specific information. Locomotive 611 is N&W streamlined Class J 4-8-4, 1218 is N&W Class A 2-6-6-4 and "diesels" are available NS diesels.

September 17-18, 1218 Columbus to Portsmouth, Oh., and return each day (BCC); **September 24,** diesels Johnson City, Tenn., to Natural Tunnel, Va., and return (WTC); **September 24-25,** 1218 Lexington, Ky., to Chattanooga, over-

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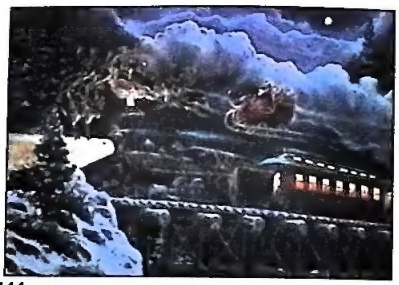
5082 BIG BOY IN ECHO CANYON "Merry Christmas and a Happy New Year"—*artist Howard Fogg*

5114 RIO GRANDE ROYAL GORGE "May there come to you at this holiday time an abundance of the precious things of life: Health, Happiness, and Enduring Friendships"—*artist Mike Danneman*



5111 THE CHRISTMAS EVE EXPRESS "Merry Christmas and a Happy New Year"—*artist Mike Scovel*

5066 THE AMERICAN ON A HOLIDAY RUN **"Never a Christmas morning, never an old year ends...but someone thinks of someone, old days, old times, old friends."** "With every good wish for a Merry Christmas and a Happy New Year"—*artist Gil Reid*

5113 LAST DAYS ON THE RIO GRANDE "May the Peace and Happiness of the Christmas Season abide with you through all the Coming Year"—*artist R.E. Pierce*

5106 DUSK ON DONNER PASS "Wishing you a Merry Christmas and a Happy New Year"
—*artist Gilbert H. Bennett*

5115 BOSTON BOUND—NEW YORK CENTRAL SYSTEM "Merry Christmas and a Happy New Year"
—*artist Howard Fogg*

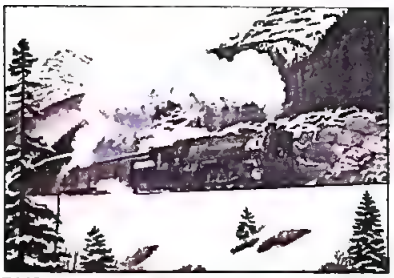
5002 HOLIDAY LOCAL TO THE NORTH COUNTRY "Peace and Good Will at Christmas and through all the New Year"—*artist Howard Fogg*

5041 PRIDE OF THE NORTHWEST "From our crew to yours... Merry Christmas and Best Wishes for a Happy New Year!"—*artist Howard Fogg*

5105 STORM OVER SOLDIER SUMMIT "May the meaning of the Season be deeper, its friendships stronger and its hopes brighter as Christmas comes to you this year"
—*artist Gilbert H. Bennett*

5054 THE YANKEE CLIPPER "Merry Christmas and a Happy New Year"—*artist Howard Fogg*

5060 "To those we love and see each day and other loved ones far away, to all good friends whose friendship means so much and those with whom we're somehow out of touch... Merry Christmas and Happy New Year"
—*artist Carl J. Smith*



5110 MONTANA MAIL—Great Northern Railway "Merry Christmas and a Happy New Year"
—artist Howard Fogg

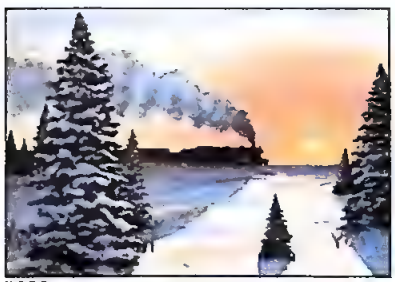
5077 HOME FOR CHRISTMAS "Times change and we with time, but not in the ways of friendship." "Let us keep Christmas, holding it close to our hearts, for its meaning never ends and its spirit is the warmth and joy of Remembering Friends"*—artist Carl J. Smith*

5109 BURLINGTON TWIN CITIES ZEPHYR "May there come to you at this holiday time an abundance of the precious things of life: Health, Happiness, and Enduring Friendships"*—artist Mike Danneman*

5038 THREE FOR THE HILL "This brings a prayer at Christmas time that God will always bless your home and you and those you love with lasting happiness."
—artist Howard Fogg

5095 WESTERN MARYLAND WINTER "May there come to you at this holiday time an abundance of the precious things of life: Health, Happiness, and Enduring Friendships"*—artist Howard Fogg*

5096 HOME FOR CHRISTMAS "To those we love and see each day, and other loved ones far away, to all good friends whose friendship means so much, and those with whom we're somehow out of touch... Merry Christmas and Happy New Year!"*—artist Jodie Boren*



5090 SOO LINE WINTERSCAPE "May the Peace and Happiness of the Christmas Season abide with you through all the Coming Year"*—artist Mike Danneman*

5089 SANTA FE SUPER CHIEF "Merry Christmas and a Happy New Year"*—artist Mike Danneman*

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November 4, 611 one way Greenville, S.C., to Chattanooga (GVN); **November 5,** 611 Chattanooga to Attalla, Ala., and return (TVRM); **November 6,** 611/diesels Chattanooga to Greenville, S.C. (GVN); **November 5,** diesels Atlanta to Toccoa, Ga., and return (ACN); **November 6,** diesels Atlanta to Chattanooga and return (ACN); **November 12-13,** 611 Jacksonville, Fla., to Valdosta, Ga., and return each day (NFC).

The sponsoring organizations in alphabetical order are: (ACN) Atlanta Chapter NRHS, P.O. Box 81592, Atlanta, GA 30366; (ASHV) Asheville Chapter NRHS, c/o Antique Train & Toy Company, 640 Merrimon Ave., Asheville, NC 28804; (BCC) Ohio Bicentennial Constitution Committee, 461 Fairlawn Drive, Columbus, OH 43214; (BGM) Bluegrass Railroad Museum, P.O. Box 1711, Lexington, KY 40592; (CCN) Cincinnati Railroad Club, P.O. Box 14157, Cincinnati, OH 45250; (GVN) Greenville Chapter NRHS, P.O. Box 5481, Greenville, SC 29606; (HOD) Heart of Dixie Chapter NRHS, P.O. Box 254, Birmingham, AL 35201; (NFC) North Florida Chapter NRHS, P.O. Box 16493, Jacksonville, FL 32245; (PCCN) Piedmont Carolinas Chapter NRHS, RR Excursions, P.O. Box 11753, Charlotte, NC 28220, (RCN) Roanoke Chapter NRHS, P.O. Box 13222, Roanoke, VA 24032; (TVRM) Tennessee Valley Railroad Museum, 4119 Cromwell Road, Chattanooga, TN 37421; (TWC) Tidewater Chapter NRHS, P.O. Box 7185, Portsmouth, VA 23707; (WC) Winchester Chapter NRHS, 29 Whites Place, Winchester, VA 22601; (WTC) Watauga Valley Chapter NRHS, P.O. Box 432, Johnson City, TN 37605.

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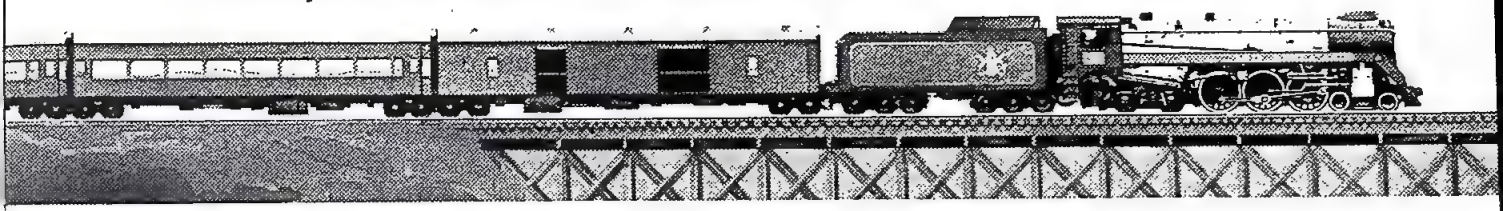

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For those whose time is limited, there will be some space available on the Vancouver to Jasper leg of the tour which will involve a 2 day, daylight run on the CN Rail Mainline October 21st and 22nd.

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For full information, package pricings and tour options, contact:

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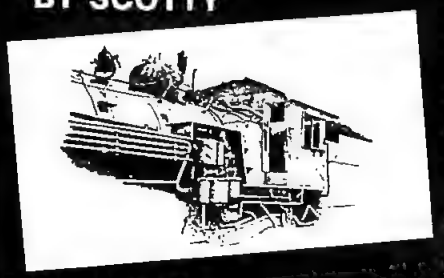

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SKAGWAY, ALASKA, White Pass & Yukon operates passenger service between Skagway and White Pass Station, Alaska, through September 27. Two trains daily and four trains on Tuesday, Wednesday and Thursday during cruise ship season. All trains depart Skagway behind WP&Y 2-8-2 No.73 and then get diesel power two miles inland at yard for the run up the pass. For reservations call 800/343-7373.

RAIL AND SAIL VACATIONS. Vacations that combine Amtrak train travel with a luxury cruise. Amtrak, Costa Cruises and Bermuda Star have joined efforts to present three 10 or 11-day tours with 95 departures between September 1988 and December 1989. Tours originate at various points on Amtrak with destinations to the Bahamas, Mexico and Bermuda. For specific tour details and prices contact: Circle America Tours, 7531 Ravensridge, St. Louis, MO 63119; 314/968-9009.

LARAMIE, WYOMING, September 3, 10-18, 21-22. Excursions to various destinations along the scenic Wyoming & Colorado Railroad. Consist will be Mountain Diesel F-units and former-Alaska coaches and dome cars. For specific prices and information contact: Catherine O'Brian, 312 Custer Street, Laramie, WY 82070; 307/721-4076.

IOWA CITY, IOWA, September 7-10. The "Chamber Expo Express" will run between Iowa City and South Amana in conjunction with the World Agricultural Expo using pre-Amtrak equipment. Trip is sponsored by KRNA Radio. Contact: Iowa Memorial Union Box Office; 800/346-4401 or 335-3041.

INDIANAPOLIS, INDIANA, September 10. Fifth Annual Hoosier Traction Meet sponsored by Dr. Howard Blackburn and others at Howard Johnson's, Interstate 70 at Post Road, 10am-10pm. Films, slides and discussions will be presented continuously with breaks for meals. R&R columnist Professor George Smerk of Indiana University will report on current events in the industry. Fee $6. Contact: Hoosier Traction Meet, 2958 Westridge Avenue, Cincinnati, OH 45238; 513/661-0042.

CLEVELAND, OHIO, September 10-11. Former-GTW 2-8-2 4070's 70th Birthday and Steam Railfan Days on the Cuyahoga Valley Line. Saturday, excursions and a night photo session; Sunday "Special" with many photo runbys. Capacity extremely limited. 4070 also runs Saturdays through October 29, 1988, except July 2 and September 3, and certain Sundays. Contact: Cuyahoga Valley Line, Railfan Info, P.O. Box 2328, Bath, OH 44210-2328; 216/666-3714 9am-4:30pm.

MIFFLINBURG, PENNSYLVANIA, September 10-11. Short excursions behind ex-PRR GP30 in conjunction with West Shore Railroad's 2nd Annual Railroadiana Show & Sale at the Mifflinburg station. Saturday 1pm-5pm, Sunday 10am-4pm. Contact: West Shore Rail Excursions, 196 North 3rd Street, Mifflinburg, PA 17844; 717/966-9390.

SEATTLE, WASHINGTON, September 11. Four-hour trackless trolley excursions covering most of Metro's overhead trolley network in Seattle. Lunch and photo stops will be made. Departs 11am. Adult fare $4, kids and seniors $3. Contact: Metro Employees Historic Vehicle Association, c/o Metro, 821 2nd Ave, Seattle, WA 98104.

CINCINNATI, OHIO, September 16-18. The Affiliation for Baltimore & Ohio System Historical Research's 1988 National B&O Railclan Convention at the Holiday Inn adjacent to I-71. CSX yard tours, equipment displays, presentations, operating model railroads and a night photo session will be included. Prices not yet firm. Contact: AB&OSHRR, John G. King, 1510 Boulevard Drive, Belpre, OH 45714.

NICKEL PLATE 2-8-4 765, 1988 Season. NKP 2-8-4 is scheduled to operate on the following dates and routes by the Ft. Wayne Railroad Historical Society. The following listings indicate **date,** route and (sponsor). See listing at end for addresses of sponsoring organizations and contact them for specific information, prices, etc. Ferry moves are listed for photographic purposes only.

September 17, Orrville, Ohio, to Pittsburgh, Pa., and return (ORHC); **September 18,** Orrville to Columbus, Ohio, and return (ORHC); **September 24,** Orrville to Bellevue, Ohio, and return (ORHC); **September 25,** Orrville to Vermillion, Ohio, and return (ORHC); **September 26,** ferry move from Orrville, Ohio, to Huntington, W.Va.

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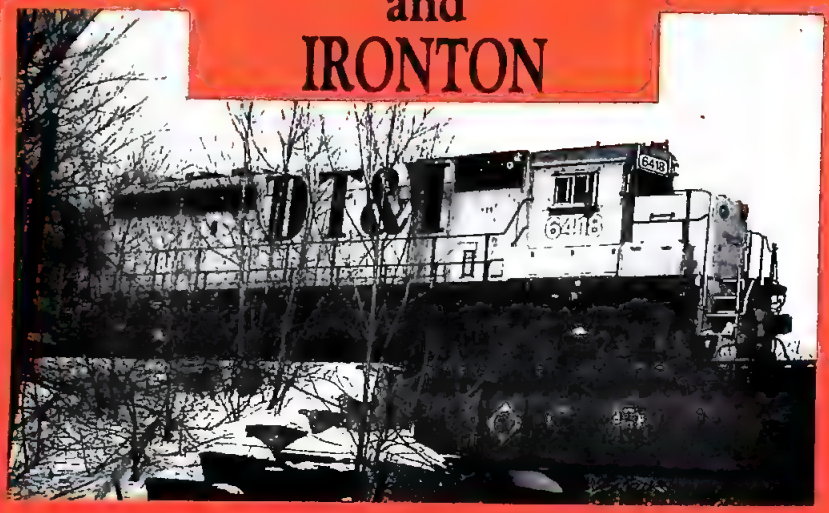

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layover at Luray for the 19th Annual Page County Heritage Festival. Contact (SASE please): Winchester Chapter NRHS, 29 Whites Place, Winchester, VA 22601; 703/662-8964.

FAIRMONT, WEST VIRGINIA, October 8-10. The B&O Railroad Historical Society's 9th Annual Convention at the Fairmont Holiday Inn. Historic railroad site tours, model and photo contests, film and slide shows, a banquet and more. Contact (SASE please): B&ORRHS, P.O. box 13578, Baltimore, MD 21203; 301/592-7034.

READING, PENNSYLVANIA, The Blue Mountain & Reading 1988 off-line excursions on Conrail are planned for the following dates. All trains originate from BM&R Temple, Pa., depot on the north side of Reading. Locomotives are: 2102, Reading 4-8-4; 425, BM&R ex-GM&N 4-6-2; diesels, Reading C630 5308 and GP30 5513.

October 9, Tamaqua with diesels.
October 16, 2102 to Jim Thorpe and return.
December 3, 425 to Philadelphia Galleria and return.

For full details see ad on page 13, or contact: 425 Concessions, Inc., c/o Blue Mountain & Reading Railroad, P.O. Box 425, Hamburg, PA 19526; 215/562-4083.

WILMINGTON, DELAWARE, October 15, 22 and 29. Autumn Leaf Specials on the Wilmington & Western Railroad. Train departs Greenbank Station 11am and 2pm for a 2½ hour trip to Hockessin, Del., and return. Train will be 2-8-2T 37 and open window coaches, possible diesel return. Reservations required. Contact: Wilmington & Western Railroad, P.O. Box 5787, Wilmington, DE 19808; 302/999-9008 or 998-1930.

VANCOUVER, BRITISH COLUMBIA, October 21-25. "Great Canadian Steam Railway Excursion" with Royal Hudson 2860 and ex-CNR 4-8-2 6060 doubleheading a daylight-only CN excursion from Vancouver to Jasper and on to Prince George. From Prince George, 4-6-4 2860 and ex-CPR 2-8-0 3716 will doublehead down BC Rail back to Vancouver. Tour packages and trip options available. Contact: Addison Travel Marketing, 102-1260 Hornby St., Vancouver, BC, Canada V6Z 1W2. In USA call toll-free 800/663-9157. In Canada call collect 604/681-8377. For more detail see ad on page 13.

NEW YORK, NEW YORK, October 22. Fall foliage Hudson River boat trip on a chartered vessel to photograph activity on Conrail's River Line and MNCR's Hudson Line. 13 scheduled trains will pass during the 5½-hour cruise. Departure from Peekskill, N.Y. Fare $45, connecting train from New York City and return is extra. Contact: Railroad Enthusiasts New York Division, 621 Emerson Ave., Elizabeth, NJ 07208; 201/377-5507.

ASHEVILLE, NORTH CAROLINA, October 22-23. Two fall foliage roundtrips; Saturday from Asheville to Bulls Gap, Tenn., through scenic French Broad River Valley. Sunday, Asheville to Pisgah Forest, N.C., over freight-only trackage. Adult fare $32, box lunch $5. First class available. Contact: Asheville Chapter NRHS, 523 Merrimon Avenue, Asheville, NC 28804; 704/253-7648, after 5:30pm EST 704/254-5756 or 665-1732.

DURAND, MICHIGAN, October 29. The 1988 Michigan Railroad History Conference at Durand Union Station. Fee $25. Scheduled luncheon speaker is Mark Smith of L&RP. Contact: Gregory J. Degowski, Bluewater Michigan Chapter NRHS, P.O. Box 298, Royak Oak, MI 48068-0296.

PERRIS, CALIFORNIA, October 29-30. Annual Fall Rail Festival at the Orange Empire Railway Museum, 9am-5pm each day. Steam trains and electric trolleys will operate both days, and antique cars will be on display. Free parking. An

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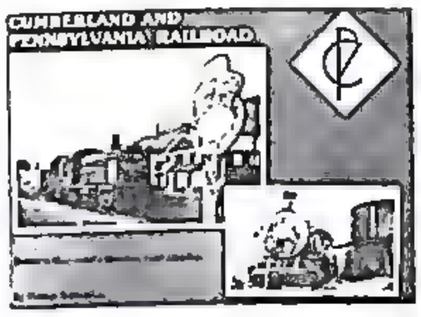

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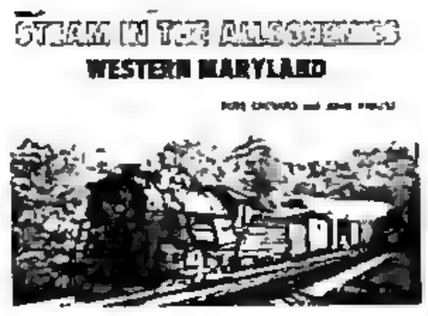

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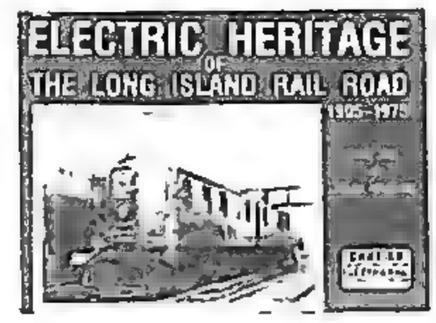

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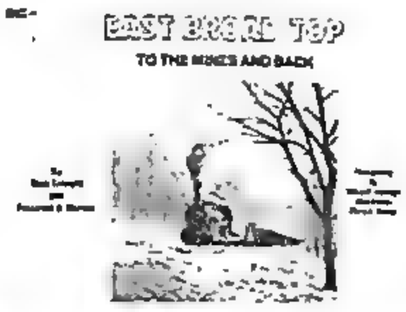

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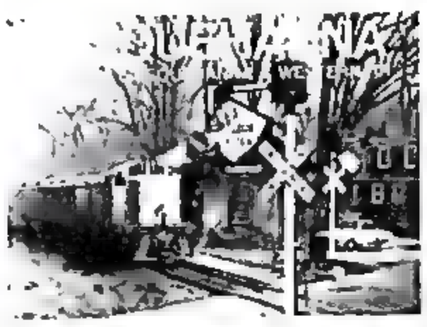

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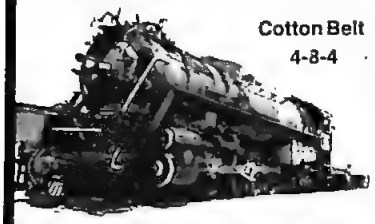

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unlimited ride pass is $5, kids 6-11 $3, under 5 free. Contact: Orange Empire Railway Museum, 2201 South A Street, Perris, CA 92370-0548; 714/657-2605.

INTERNATIONAL TOURS

TEFS LIMITED, 189 Spring Beauty Drive, Lawrenceville, NJ 08648, is sponsoring the following tours:

South China, November 12-29. Narrow gauge extravaganza

Vietnam, December 31-January 21. French-built steam; tour Hanoi, Ho Chi Minh and points between.

Philippines, January 17-February 4, 1989. "Steam in Paradise" with sugar mills at peak season.

DESTINATION NACOZARI, September 22-25. A long weekend in Mexico on the Nacozari Railroad. $325 includes round-trip chartered bus between Tuscon, Arizona, and the Mexican border, three nights lodging, train travel in Mexico and most meals. Contact: Let's Travel Train Tours, P.O. Box 2768, Riverside, CA 92516-2768; 714/787-8350.

YANKEE TROLLEYS OVERSEAS, October 1-9. Custom tours of Lisbon and Porto, Portugal, and Milan, Italy, to see the ex-Taunton, Mass., Brills and other antique U.S.A.-built trolleys still in service. See equipment at your own pace with self-guided tours. All first class lodging, several exclusive charter trips are planned. Ticketing allows a later return if desired. Contact: Yankee Trolleys Overseas, c/o AMF/TOM, 84214 Melrose Ave., Los Angeles, CA 90069.

GREAT RAILWAY JOURNEYS, P.O. Box 65, Miami, FL 33164 (phone 305/940-TRIP) is sponsoring the following tours:

South America, October 14-November 5. 24 runs on four gauges of Chile, Argentina and Paraguay totaling 1170km. Ride the "Cloud Train" twice through the Andes. Also luxury streamliners, electric trains with video bar and upper births, railferrys, subways, autotrains, nightclubs and feasts. $2777 includes international jets, rail and bus travel, sleepers, entertainment, hotels with baths and "dinner in the diner."

India, November 10-December 12. Ride 60 trains, 4 gauges, steam, electric, diesel, locomotive rides, shop visits, trams, cog railways, galloping goose railcars and an elephant ride. $2977 includes international jets from New York, rail and land travel, sleepers, station and native hotels and train meals.

New Zealand, December 16-31. Ride 18 trains on 6000 k.m. of 3-foot gauge covering all passenger routes twice. Also cover two rail ferries, two suburban systems, a 2-foot gauge steam road and sightseeing. $2777 included jets from L.A., rail, bus, tourist hotels, most breakfasts and train meals when available.

TRAINS UNLIMITED TOURS, c/o The Travel Experience, 1430 Myers Street, Suite H, Oroville, CA 95965; 916/534-8555, is organizing the following tours conducted by noted railfan Chris Skow. Contact them for specific information.

Southern Andes, October 27-November 17. Steam, diesel and electric, five charter trains, private cars, some regular trains on three gauges for over 2500 miles. Photo runbys on a chartered train up the famous Ramal C-14 line to an elevation of 12,196 ft. Locomotives include 2-10-2s, 2-8-2s, Alco diesels and ex-Pacific Electric equipment. Cab rides available.

Central America, December 9-17. "Central American Steam Adventure" will feature steam charter trains and a mixed train with a private car. Baldwin 2-8-2s, cab rides, 3.7% grades with tunnels, shop tours and plenty of runbys. Tour railroads from the Pacific to the Caribbean across five mountain passes.

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RAILROADIANA MEETS

TRAIN TOURS INCORPORATED, 1988 schedule. All shows are Friday and Saturday 10am-9pm, Sunday noon-5pm and free admission unless noted Contact: Steve Metro, 9641 Silk Ave., Cleveland, OH 44102, 216/631-9119.

Akron, Ohio, September 9-11, Chapel Hill Mall.

Richmond Heights, Ohio, September 16-18, Richmond Mall.

West Seneca, New York, September 30-October 2, Seneca Mall.

Burton, Michigan, October 14-16, Courtland Center.

Alliance, Ohio, October 28-30, Carnation Mall.

Westlake, Ohio, November 12 only, Westlake High School. Adults $1.75, family $3.50, kids under 10 free.

Cleveland Heights, Ohio, November 18-20, Senernice Hall, 3640 Mayfield Heights Road.

GREAT AMERICAN TRAIN MART 1988 season. All shows are held 10am-4pm and feature a layout of the month. Adults $3, kids under 12 free. Contact: GATS Ltd.; 312/834-0652.

Chicago, Illinois, September 11, Dupage County Fairgrounds, Wheaton, Ill.

San Francisco, California, September 18, Solano County Fairgrounds, Vallejo, Ca.

Milwaukee, Wisconsin, September 25, Waukesha County Expo Center.

Chicago, Illinois, October 9, Dupage County Fairgrounds, Wheaton, Ill.

San Francisco, California, October 30, Solano County Fairgrounds, Vallejo, Ca.

Chicago, Illinois, November 13, Dupage County Fairgrounds, Wheaton, Ill.

San Francisco, California, November 27, Solano County Fairgrounds, Vallejo, Ca.

TEMPLE, TEXAS, September 17-18. Texas Train Festival sponsored by Centra-Mod at the Frank Mayborn Convention Center. Saturday 10am-6pm; Sunday noon-6pm. Adults $2.50, 6-12 $1, kids under 6 free. Contact: Don Robbins, P.O. Box 2453, Temple, TX 76501.

WASHINGTON, IOWA, September 18. Railroad Museum Swap Meet and Open House at the Milwaukee Depot, 428 North Iowa Ave. Free admission. Museum open 2nd and 4th Sundays through October 1pm-5pm. Contact: Charles Franzen, 715 West 2nd Street, Washington, IA 52353; 319/653-2810.

HEMPSTEAD, NEW YORK, September 18. Long Island Train Meet at the Knights of Columbus Hall, 83 Greenwich Street, 9am-1pm. Adults $3, kids under 12 free with adult. Contact: Ernie Knudsen, 220 Trouville Road, Copiague, NY 11726; 516/691-7628 or 516/775-4801.

EDMONDS, WASHINGTON, September 18. Swamp Creek & Western Railroad Club's Ninth Annual Sooper Swap & Clinic Meet at the Francis Anderson Recreation Center, noon-5pm. Adults $2, kids under 12 $1. Contact: Roger H. Ferris, 211 Railroad Avenue, Edmonds, WA 98020; 206/283-0637.

BELLEFONTAINE, OHIO, September 18. The Big Four Railfans, Model Railroad Flea Market & All Scale Meet at the Logan County Fairgrounds, Four-H building, 10am-4pm. Adults $1, kids under 12 free. Contact: Big Four Railfans, P.O. Box 682, Bellefontaine, OH 43311.

RUTLAND, VERMONT, September 24. 4th Annual Rutland Railroadiana & Model Railroad Show & Sale at the Vermont State Fairgrounds; Presidents Building off U.S. Route 7. 10am-4pm, adults $2.50, kids $1, under 6 free. Contact: Karen Korpi, 43 Hemlock Road, Milton, VT 05468; 802/893-4157.

ST. LOUIS, MISSOURI, September 24. McDonnell Douglas Railroad Club Railroad Show & Swap Meet on the North County Recreation Complex, 2577 Redman Road, 10am-3pm. Free admission, tables $10 before August 1, $12 after. Contact: Bill Holmes, 1402 Langholme Drive, Florissant, MO 63031; 314/837-5664.

EAST PEORIA, ILLINOIS, September 24. The TP&W Historical Society Annual Meeting at the Illinois Central College. Registration 8am. Admission $3 to members, $5 to nonmembers. Memorabilia and models will be on display. Contact: President Gerald Reinmann, 615 Bullock Street, Eureka, IL 61530.

GREENBERG'S Great Train, Dollhouse & Toy Show will be held at the following locations and dates. Dealer information: Sharon Armacost, 301/876-8640; sales tables $40. Admission $4, under 12 free with adult. 11am-5pm. General information: Greenberg Shows, Inc., 7566 Main Street, Sykesville, MD 21784; 301/795-7447.

Hempstead, Long Island, September 24-25, Hofstra University.

Cherry Hill, New Jersey, November 5-6, Garden State Park.

Monroeville, Pennsylvania, November 19-20, Pittsburgh Expo Mart.

Wilmington, Massachusetts, November 26-27, Shriner's Auditorium.

KITTANNING, PENNSYLVANIA, September 25. Central Armstrong Model Railroad Train Show at the Kittanning Township Firehall, East Rte. 422, from 10am-4pm. Adults $2.50, kids under 12 free. Contact: James W. Boyer, R.D. 2, Box 133, Ford City, PA 16226; 412/763-8327.

LONDON, ONTARIO, September 25. The London Model Railroad Group Flee Market at the C.A.W. Local 1520 Union Hall located on Highways 4 & 401. Noon-5pm, adults $2. Contact: Tom Pinches, 365 Mckeon Avenue, London, Ontario, Canada, N6C 4H4; 519/438-5912 6pm-7pm.

ALLENTOWN, PENNSYLVANIA, September 25. Railroadiana and Model Railroad Show & Sale sponsored by the Lehigh Valley Chapter NRHS at the Dieruff Senior High School on Washington and Irving Streets, 10am-4pm. Adults $2, family $3 (includes kids under 18). Contact: Paul A. Kuehner, P.O. Box 300, Laury's Station, PA 18059; 215/799-2530.

GREENVILLE, OHIO, September 25. All Trains Flea Market at the Darke County Fairgrounds, 11am-4pm. Adults $1, kids under 12 free. Tables $10. Contact: Larry Zeller, 4646 West U.S. Route 36, Piqua, OH 45356; 513/773-7186.

WATERBURY, CONNECTICUT, October 2. The Second Annual Train & Railroadiana Show at Crosby High School 10am-4pm. Adults $2, kids under 12 free. Contact (LSASE): Brenda Wooding, 165 Meriden Avenue, Southington, CT 06489; 203/628-8912.

HARTVILLE, OHIO, October 8-9. Ohio Department of Natural Resources Ohio Railroad Days at Quail Hollow State Park, 13340 Congress Lake Ave. Saturday 10am-6pm; Sunday 10am-5pm. Free admission. Operating layouts, prototype displays, film and slide shows, guest speakers, home cooked food and more. Contact: Douglas S. Nichols c/o Nick's Sales & Service 7251 Middlebranch Ave N.E., North Canton, OH 44721; 216/494-0125.

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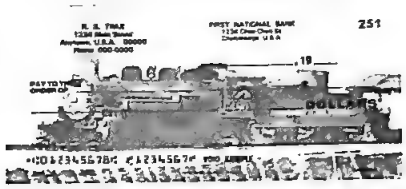

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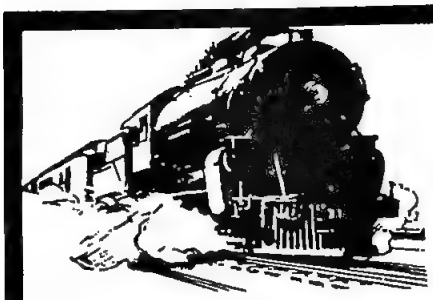

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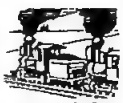

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Colorado Railroad Museum

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Plan to visit the Museum, open daily year 'round at 17155 W. 44th Avenue, 12 miles west of downtown Denver, between Wheat Ridge and Golden – on RTD Rte 44.

MONROEVILLE, PENNSYLVANIA, October 8-9. Pittsburgh Model Railroad Historical Society's Greater Pittsburgh Model Train Sale at the Pittsburgh Expo Mart 10am-4pm. Donation $4, kids under 12 free. Operating layouts, displays, demonstrations and over 300 tables. Contact: Vincent F. Degrazia, 3 Oak Lane, Mars, PA 16046; 412/625-2643.

TAUNTON, MASSACHUSETTS, October 9. The WPEP Trainarama and A&D Toy-Train Meet at Taunton High School 9am-4pm. Free admission. Contact: Thomas F. Drake c/o A&D Toy-Train Village, 49 Plymouth Street, Middleboro, MA 02346; 508/957-5303.

ASHFORD, CONNECTICUT, October 15. Model Train Meet sponsored by the Ashford Volunteer Fire Department at the St. Philip Center on Route 44, 10am-4pm. Admission $2. Contact: Billy Mihanki, 73 Kent Court, Ashford, CT 06278; 203/429-9821 after 4pm.

POUGHKEEPSIE, NEW YORK, October 16. The 17th Annual Railroad Exposition sponsored by the Hudson Valley Railroad Society at the Mid-Hudson Civic Center 11am-4pm. Adults $2, kids $1. All proceeds go to the Hyde Park Railroad Station National Historic Site. Contact: Denny Evaul c/o HVRS, Railroad Station, Hyde Park, NY 12538; 914/297-0901.

SPOKANE, WASHINGTON, October 23. Annual Fall Spokane & Inland Empire Model Railroad Show and Swap Meet at the Spokane Interstate Fairgrounds 10am-4pm Admission $2, kids free with adult. Contact: Sprague Station, East 11017 Sprague, Spokane, WA 99206; 509/924-4057.

INDIANAPOLIS, INDIANA, October 29. Crossroads of America 6th Annual Railroadiana Show & Sale at the Indianapolis National Guard Armory on South Holt Road 9am-4pm. Adults $2, over 200 tables Contact Larry Woodard, 5447 University, Indianapolis, IN 46219; 317/353-8545.

LITTLETON, NEW HAMPSHIRE, October 29. Ammonoosuc Valley Railway Association's Annual Fall Model Railroad Show at the Continental 93 Motor Inn, I-93 Exit 42, 10am-4pm. Adults $1, kids under 12 free. Contact: Roger Robar, 17 Pine Street, Lisbon, NH 03585; 603/838-2807 evenings.

ELMONT, NEW YORK, October 30. St. Vincent Depaul Parish Train Show at the St Vincent Depaul School auditorium 10am-4pm. Admission $3.50, kids under 12 free with adult. Contact: Frank Deorio, 1510 Depaul Street, Elmont, NY 11003; 516/352-2127.

MOORHEAD, MINNESOTA, October 30. The 10th Annual Spud Valley Model Railroad Club's Railroad and Model Railroad & Toy Flea Market & Show at the Moorhead National Guard Armory, 1002 15th Ave. North. Adults $1, families $2, kids under 12 free. Contact: Railroad Flea Market, Box 374, Moorhead, MN 56560; 218/789-7677.

Railroadiana

What's New?

New Hampshire's Conway Scenic Railroad has released a new 24-page, 8½"×11" softcover simply titled *Conway Scenic Railroad Story*. A beautiful Howard Fogg watercolor of 2-6-2 108 in fall colors on the cover is worth the price of the book in itself, but inside you will find a well-illustrated history of this popular New England tourist railroad. Author D.W. Swift begins with a synopsis of the line's beginnings in 1871, moves through its development as a Boston & Maine passenger carrier and then concludes with a description of Conway Scenic's current equipment and operations. Among the numerous and very handsomely reproduced color and black & white photos are action views of B&M's streamliner *The Mountaineer* (a clone of the *Pioneer Zephyr*), Budd cars in the snow at North Conway, and, of course, more recent shots of the tourist trains. The views dating to 1870 of the distinctive North Conway station will give any visitor an immediate sense of the history of this unique structure. The book is available for $5.00 postpaid from The Brass Whistle Gift Shop, c/o Conway Scenic Railroad, Box 1947, No. Conway, NH 03860.

Steam Locomotives of Nebraska by James J. Reisdorff is a 20-page history of the 14 UP and CB&Q steam locomotives now preserved on display throughout Nebraska. Also mentioned is Freemont & Elkhorn Valley (ex-Reader) 2-8-0 1702, which has recently been made serviceable for excursions. This 8½"×11" softcover makes a nice guidebook for steam fans who might wish to check out the likes of a Baldwin 2-6-0 or a UP Challenger during their next photo trip to BN coal train country. It sells for $4.75 postpaid from South Platte Press, Box 163, David City, NE 68632.

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motive? Or maybe a British Columbia GF6C electric with its desk-type control console? Delta Publications' new book by James W. Kerr, *General Motors Advanced Generation Diesel-Electric and Electric Locomotives—The Second and Third Generation Locomotives* contains just that. Long on name, this 240-page 8½"×11" hardcover is long on information, too, presenting verbatim numerous GM technical and operation publications covering primarily the SD60 diesel and the GF6C electric. Very well reproduced black & white and color photo sections offer factory roster views of 40 models from SW1001s to F45s to AEM7s and SD60s, some of which are also shown in technical engineering drawings. You will also find the description of the operation of the SD60's on-board computer. Here is an extensive collection of company technical data put into one handy package. The book sells for $49.95 from Delta Publications, P.O. Box 377, Alburg, VT 05440.

Bloomington's C&A Shops—Our Lives Remembered is an interesting compilation of histories and recollections from 24 people whose lives were touched by the Chicago & Alton Railroad shops in Bloomington, Illinois. Michael Matejka, Greg Koos and Mark Wyman have combined the stories with black & white photos of the Bloomington Shops in both their heyday and demise. As stated in the foreword by Don Munson, these were the shops which, in 1859, turned out the first Pullman car, then a few years later, the first commercial diner. This 190-page, 7¼"×10½" softcover sells for $11.95 plus $1.50 shipping from McLean County Historical Society, 201 East Grove St., Bloomington, IL 61701.

More than a few railfans happen to be bus fans as well, and if there has ever been a need for a motor coach spotter's guide, *The Bus World Encyclopedia of Buses* answers the call. Ed Stauss, editor of *Bus World* and *Rail Classics* magazines, has put together an attractive and functional 8½"×5½" guidebook listing more than 100 bus models with their specifications and production histories. There are 297 photos, a glossary of bus terminology, a chart of industry statistics and addresses for all current manufacturers of full-size buses in the U.S. and Canada. The 192-page softcover sells for $12.95 from Stauss Publications, P.O. Box 39, Woodland Hills, CA 91365.

Scanner Flash

Uniden Corporation of America, manufacturer and distributor for Bearcat, has acquired its big competitor, Regency. Owners of Regency scanners can still obtain parts and service through the Uniden/Bearcat office at 9340 Castle Gate Dr., Indianapolis, IN 46256, or by calling 317/841-8618.

Calendar Call

Some beautiful all-color action scenes highlight the "1989 Colour Calendar of Canadian Railway Scenes" from Adolph and Okan Hungry Wolf of Good Medicine Books in British Columbia. It features CNR 4-8-4 6218 with heavyweight passenger cars in a winter scene; City of Winnepeg's GE 44-tonner No.100 on work train duty; dock switching with 0-6-0 4012 in Westminster, B.C.; Royal Hudson 2860 alongside CP units at Golden, B.C., in 1979; CPR 4-6-2 2210 pulling a mixed train in 1957; CPR 4-6-0 1015 on the Dominion Atlantic Railway; a Manitoba prairie mixed behind a CNR 4-6-0; twilight at Calgary as a CPR van (caboose) follows its train past glowing dwarf signals; CNR 4-6-2 5001 alongside a CPR *Canadian* dome car in 1959; Ontario Rail's CPR 4-4-0 and 4-6-0 doubleheading through fall foliage in 1973; CNR 4-8-2 6014 on a passenger train at night; and snow-packed CPR 4-4-0 136 pausing at an ice-covered water tank in 1959.

Reproduction of the color photos is very good in this 11"×18" foldout calendar printed on heavy gloss stock. It sells for $9.95 postpaid from Good Medicine Books, Box 844, Skookumchuck, B.C. V0B 2E0.

With 1988 already over the summit and making a fast descent toward 1989, it's time once again to point out our ground rules for

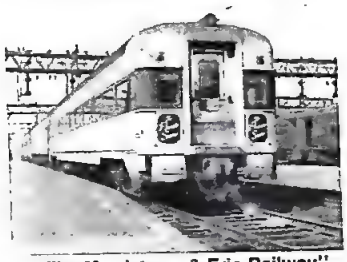
Books

"The Northeast Railroad Scene" series by Bob Pennisi
Vol. 2 - Lehigh & Hudson River .$ 4.00
Vol. 4 - The Erie Lackawanna.....6.50
Vol. 5 - The Jersey Central.....6.00
Vol. 6 - Penn Central.....10.00

"Railroad Stations of New England Today" Mark Beauregard
Vol. 1 - The Boston & Maine.....$7.95

"Lehigh Valley Passenger Cars"
Mickey & Warfel.....$13.95

"26 Miles to Jersey City"
by Pete Komelski.....$8.95
64 pages of CNJ stations, 130 B&W photos and 6 color photos



"The Morristown & Erie Railway"
by Bob Pennisi.....$8.95
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.....NEW

"Ticket To Silverton"
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AA300.....$9.95
This 48-page pictorial will show the Durango & Silverton Line as it looked 30–40 years ago, plus the Rio Grande tourist operations. Also included are photos of the last years of the Rio Grande Southern in addition to current operations on the line.

"Delaware & Hudson Challenger & Northerns"
by Ed Christ & John Krasue AA301 ..$12.95
A photo study of 4-8-4s and challengers.

"Old Dominion Steam – C&O"
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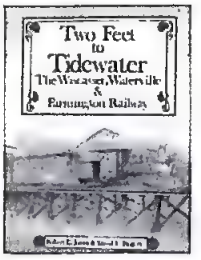
TRACTION PUBLICATIONS **Joe L. Diaz**

THE DERBY HORSE RAILWAY and THE WORLD'S FIRST ELECTRIC FREIGHT LOCOMOTIVE by John R. Stevens, published by the New Haven Colony Historical Society, is a 64-page, 7¾"×9½" softbound with several attractive and remarkable facets. There are 20 photographs, three scale equipment drawings and a detailed map of the Derby Horse Railway, which was Connecticut's first electric railway and the setting for the world's electric freight locomotive in 1888. Pioneering all of this was Charles Van Depoele, an early and most important figure in the development of the electric street railway. The operation of the horse railway and its conversion to electric traction are worthwhile subjects for railroad reading, and the book is well illustrated by vintage photographs with nice reproduction.

The locomotive was acquired and intended for the local industries' freight traffic to the Derby Dock. It was originally lettered Ansonia, Derby & Birmingham Electric Line Motor. There were difficulties and problems in the start-up of the operation, overcome through persistence and struggle, making for a most interesting story. This historic piece of electric railway history has survived and has been completely restored under the direction of the author. It can be seen today at the Shore Line Trolley Museum in East Haven, Connecticut (see September 1988 TRANSIT CURRENTS).

An important and valuable part of this book is a chronology titled "Highlights in the Development of Electric Railways, 1842-1907," which is accompanied by several appendices. This is a most useful and timely book on a significant piece of history that can be seen and touched today. It is available for $7.50 plus 85¢ postage from Interurban Press, P.O. Box 6444, Glendale, CA 91205.

Book Reviews



Two Feet to Tidewater—The Wiscasset, Waterville & Farmington Railway, by Robert C. Jones and David L. Register, published by Pruett Publishing Co., 2928 Pearl Street, Boulder, CO 80301; 288 8½"×11" pages, hardcover, $34.95.

This book's inside dust jacket flap says it all: "Maine's only two-foot narrow gauge with oceanfront trackage, the WW&F clung tenaciously to life through financial adversity, disputes with the Maine Central, raging coastal blizzards and the advent of the automobile." *Two Feet to Tidewater* was originally conceived and researched by David Register, who died in 1983 before having a chance to ready his material for publication. Having already published a book about one of Maine's other two-foot gauge railroads, Robert Jones was given the job of revising, editing and publishing Register's work. The result is a highly comprehensive look at the Wiscasset, Waterville & Farmington, a narrow gauge outfit which developed from the 1854 charter of the Kennebec & Wiscasset Railroad Company.

In 1835, representatives of the U.S. and Canadian governments met to discuss the

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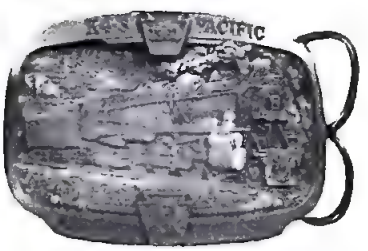

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construction of a railroad linking Quebec with an Atlantic seaport on the Maine coast. Their goal was to bypass the roundabout shipping route of the St. Lawrence River, which lay frozen under ice half of the year and remained hazardous to navigation well into spring. The line obviously never made it to Canada but became one of Maine's two-foot gauge legends.

Maps are used throughout the book to track the progress of not only the K&W and its successors toward the final WW&F system, but also of the scores of other railroads vying for Canadian trade. When the WW&F was at its maximum extent in 1910, its trackage ran north 28 miles from the Maine Central and Booth Bay Harbor at Wiscasset to Weeks Mills, then another 15 miles north to Albion. A 14-mile branch heading northwest from Weeks Mills to Winslow fell just short of reaching Waterville, which lay across the Kennebec River from Winslow. A proposed connection west from Waterville to Farmington was never built.

Author Jones does a fine job covering the remarkable yet arduous life of the WW&F, right up to the end, which he describes best in the book's closing sentences: "The Wiscasset, Waterville & Farmington died with the wreck of Train No.8 that bright June morning in 1933, still under steam, still carrying the mail, with its last four operating personnel at their posts. Perhaps that was not such a bad way to go." If that's not a grabber, then the photo on page 218 is; it shows the ghostly wreckage still hanging off the track above the Sheepscot River one full year after the derailment, looking just as it did when it left the rails on June 15, 1933. The WW&F managed to fulfill its mail contract through October 1933 by using a panel truck while all hope of clearing the wrecked No.8 from the main line dwindled. (There was no tree capable of anchoring a block and tackle, and the WW&F's other locomotives were out of commission.) Formal abandonment came the following year.

Considering the period covered by *Two Feet to Tidewater*, it's amazing that so many nice photographs of this little-known two-foot gauge railroad were available, and reproduction of the photos, maps, timetables and other artwork is quite good. Appendices contain detailed rosters of WW&F's nine locomotives, 123 freight cars, seven passenger cars and nine non-revenue cars. Some equipment is depicted in precise HO scale drawings, and rough sketches show the track arrangements at major stations. Modelers and historians will have no trouble piecing together a mental image of the WW&F in operation.

At the time of his death in 1983, David Register's Volkswagen Bug wore license plates embossed "WWandFRY." Thanks to Robert Jones' handling of this book, it's easy to understand the fondness Register held for the Wiscasset, Waterville & Farmington—B.K.

Videos

BY MIKE DEL VECCHIO

New Arrivals

The "Regal Doubleheader" weekend (May 20-22, 1988) in North Vancouver, B.C., covered in our recent August and September issues, was a significant event because of the pairing up for the first time of Royal Hudson 2860 and CNR "Bullet-Nosed Betty" 6060. The happenings of the entire weekend are now available on a video from Rail Innovations, 55 Parfield Drive, Willowdale, Ontario M2J 1C2, called "Steam Doubleheads the B.C. Coast." The coverage includes both doubleheaders: 4-8-2 6060 leading 2-8-0 3716 on Saturday, and Royal Hudson 2860 leading 6060 on Sunday. The Sunday footage is particularly impressive as the weather was cold and rainy. Also included is footage of the

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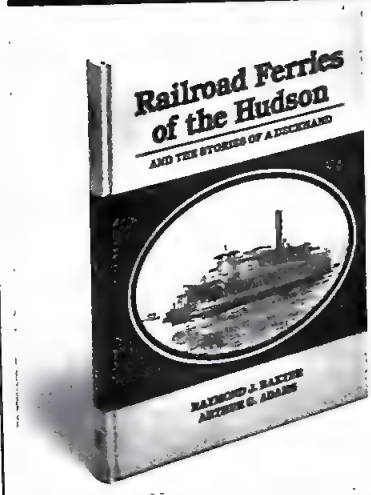

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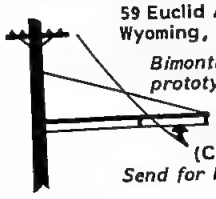

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6060 hauling freight in BC Rail transfer service during a break-in run under load. As he has done with other releases, Steve Bradley of Rail Innovations will donate $10.00 per tape to the Rocky Mountain Rail Society toward 6060's operation. 28 minutes, $39.95.

There are three new releases from Greg Scholl Video, P.O. Box 123, Batavia, OH 45103. The first is "Plow Extras," which looks at the rugged and exciting job of snow removal in southwestern Ontario. (This is Greg's second Canadian snowplow tape; "Snow Plow with CN F7s" was shot in 1986.) Finding any plow extra on the road requires dedication and luck (by definition, they don't run when the weather is nice), and on this tape the CP and CN plows are pushed by back-to-back F7s, Alco C424s and RS18s—all shot in February 1988. The action is plentiful, and the diesels work hard. The images are broadcast quality, and the editing keeps the program moving smoothly. 45 minutes, $39.95.

"Arkansas Alcos," the second new release from Scholl, looks at the operations of the Arkansas & Missouri, which boasts a 100% Alco roster. The narration is informative, and there are magnificent views of the T6s switching and multiple C420s on road jobs, all spewing Alco's characteristic black "plumage." The "queen of the fleet" RS1 also makes an appearance. 45 minutes, $39.95.

"819 Arkansas Steam," Scholl's third new release, covers the 1988 happenings of the Cotton Belt 4-8-4 819. Shown is the pre-trip preparation at the Pine Bluff shops and the 4-8-4's annual trip to the "Fordyce on the Cotton Belt" festival in Fordyce, Arkansas. The 1988 outing featured a five-car consist, and 819 makes pretty good time on the main line. The narration is informative, and the footage includes good runby action and pacing. Making only one trip each year, the 819 has received little treatment from commercial railfan videographers. 35 minutes, $29.95.

As well as producing some of the finest railfan videos available today, Pentrex has been using some pretty impressive graphics on their ads. Their latest effort is awesome to say the least. If you haven't seen it, take a look at the inside back cover of this issue. A great conversation piece for any railfan room, the scene inside the white border is available as a 20"×30" poster. The reproduction and printing are excellent on heavy coated paper. The posters arrived here at Carstens before the ad did (Mike Clayton of Pentrex says that was intentional), and to see that poster, that size, without any warning, got quite a reaction. It is available for $10.00 postpaid in a special tube from Pentrex, P.O. Box 94911, Pasadena, CA 94911.

Feature Reviews

"The Big Power; Norfolk & Western Steam—Then & Now," produced by Interurban Films, P.O. Box 6444, Glendale, CA 91205; 818/240-9130. VISA and MasterCard accepted, VHS or Beta, 30 minutes, $39.95.

This little gem packs a mighty punch for its half-hour length. The opener features a great collection of vintage films showing Norfolk & Western steam power in its heyday. Great action, in color, of 4-8-0s, Js, As and Ys in all their 1950s glory is featured in superb lineside shots of freight and passenger trains. Locations range from the area around Roanoke and the famous Shaffers Crossing Roundhouse to the wilds of the the Blue Ridge Mountains. Coal, merchandise, speeding varnish; it's all here with the haunting whistles that speak pure N&W.

Then, a great leap forward to 1987 for scenes of the mighty 2-6-6-4 1218 and the sleek 4-8-4 611 making easy work of their respective excursion consists. This is a top-quality video in every respect, and the Interurban crews deserve credit for their in-depth historical account of N&W steam kingdom. Bill Warrick did a fine job with the cinematography. Although vintage and present day scenes are offered, this program is predominantly vintage footage. The technical quality is good. Whether you're a purebred steam buff, a parochial N&W fan or just fond of good railroad action photography, this tape should find a niche in your library—AL DI CENSO.

"Pentrex Best of 1987," produced by Pentrex Video, P.O. Box 94911, Pasadena, CA 91109. VHS, Beta; two hours; $59.95.

This tape gets off to a smashing start with an automobile being hit at a grade crossing by a Santa Fe GP35R during an Operation Lifesaver demonstration. What follows is a series of stories in a "video magazine" format made up of nine feature segments, each lasting seven to 15 minutes, plus a number of previews of other Pentrex videos.

First we see Southern Pacific's ten-car Super Bowl Special flying over Beaumont Hill behind a pair of merger-scheme SDP40s, and then Union Pacific's Super Bowl Special is shown on its deadhead run back to Council Bluffs. In one of the more controversial inci-

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dents ever put into railroad video, the eastbound UP special proceeds past a red block at Summit, only to stop a mile later so the crew can flag down a westbound Santa Fe freight approaching on the same track. The narrator states that the UP crew was fired following a hearing at Las Vegas.

After three Southern FP7s then roar across the screen with the 1987 NRHS convention train bound for Roanoke, Virginia, we get a summary of the convention fantrips including the side-by-side running on "Super Saturday" to Radford and a couple of doubleheaders. You get a look at the convention from the viewpoint of a typical attendee, riding the trips and watching the runbys.

Telephoto shots accent the approach of a CalTrain F40PH leading California's Lifesaver Special into San Jose. A colorful consist including UP E9 951, Santa Fe SDFP45 5998, SP E9 6051 or SDP45 3201 and Amtrak F40PH 240 runs east through Oakland, over Suisun Bay Bridge, down the San Joaquin Valley to Los Angeles and down the Surf Line into San Diego with each unit taking the point on its home rails.

Rainy skies provide drama for the segment on UP Challenger 3985's fantrip over Sherman Hill in May 1987. The big 4-6-6-4 puts on a great show when it starts pulling from a standstill on the grade. There is plenty of coverage of the trip's numerous runbys.

Pentrex then takes us to Council Bluffs where a new C&NW GP50 is being fired up on the turntable, and we head off toward Fremont, Nebraska, in pursuit of fast freights on the North Western's piece of the "Overland Route." One train includes three leased Conrail SD40-2s, while another sports UP power. It's good, fast action in the flatlands. Then we get a quick detour to the Fremont & Elkhorn Valley, with its ex-Army 2-8-0 1702 of Reader Railroad acclaim.

Over on the East Coast, the New York, Susquehanna & Western shows off its impressive SeaLand double-stack operation with ex-BN SD45s and F45s (some repainted in Susquehanna colors and some in BN green) from Starrucca Viaduct to Gulf Summit and on into Little Ferry, New Jersey.

Back at Sherman Hill, UP freight action is highlighted with great runbys under blue skies. The 8444, wearing its new "Greyhound" livery, makes an appearance as a long preview of Pentrex's UP 8444 1987 video. Other tapes sampled here include the two-hour Cajon Pass/Tehachapi video and cuts of Santa Fe's SD-CAT unit on its maiden run from San Bernardino to Barstow, SP DASH

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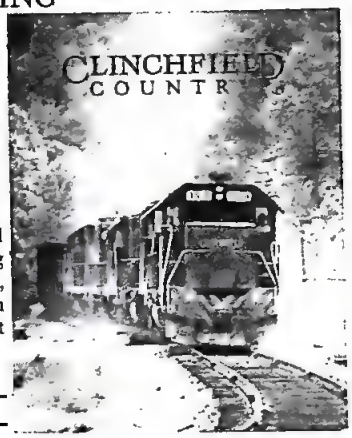

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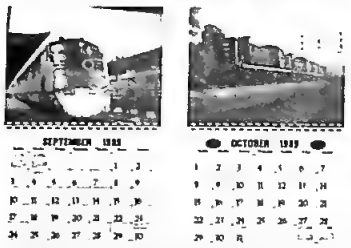

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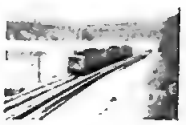

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8-40Bs on Beaumont Hill, a UP business train behind two GP40Xs, a BL2 on the Lackawaxen & Stourbridge and Guilford's ex-Santa Fe SD26s battling Belden Hill wrap up the action.

Pentrex has certainly outdone itself with this broad look at some of 1987's more significant events and everyday operations. Their camera work is superb, with a fine mix of angles and a good variety of camera positions, and excellent editing and narration round out a very polished and entertaining production—B.K.

We'd like you to meet...

DAVID C. LUSTIG

Don Sims

It was post-World War II Los Angeles with its three transcontinental giants (Santa Fe, SP and UP), narrow gauge PCCs and the Pacific Electric that turned teenager Don Sims, author of this month's article on the Utah Railway, into a railfan. Now 59 and an economics professor in the Los Angeles Community College District, he's been chasing trains ever since.

The author of hundreds of railroad-related articles for almost every railfan magazine plus a number of professional railroad journals and a myriad of military magazines, Sims has also authored a number of books, including *Western Trains*, *Growing Up With Trains* (which he did with his long-time friend Richard Steinheimer) and his most recent effort, the just-released *Southern Pacific Country* published by Trans-Anglo Books. Though many of his photos have appeared in R&R, the Utah Railway story is his first feature article here. In past years he was a substantial contributor to our sister publication RAILROAD MODEL CRAFTSMAN, often using the byline "Sharpe Delaney."

It was with fellow fan Steinheimer in the winter of 1950 that Sims, armed with a 2¼×3¼ baby Speed Graphic, took his first out-of-state railfan trip. Coincidentally, it was to see the Utah Railway and Soldier Summit. The car didn't have a heater, and the pair didn't have enough money to even invest in antifreeze, so every night they drained the radiator before snuggling down to a chilly night of repose, taking turns on which one had to wrestle with the steering wheel while the other enjoyed the luxury of the back seat.

Since that first chilly trip, Sims, on his own or with Stein, has traveled the North American continent in search of subjects for his roll film and 35mm cameras. He once took a wrong turn in his Chevy van in the dead of night to wind up driving down a platform in New York's Penn Station, and another time he was sacking out in a yard in East St. Louis, only to be aroused by a tough railroad guard who said that the area was so mean, even *he* wouldn't be caught sleeping there.

Having ridden everything from a Navy destroyer and a B-52 to the cabs of any number of railway locomotives, Don (originally of Plainfield, New Jersey) admits a partiality to Western railroads. When pressed for a favorite photo, he recalls a crisp, clear autumn morning in southern California's Soledad Canyon, where he caught a pair of SP Cab-Forwards on the point of a heavyweight Los Angeles-bound *Owl*. Sometimes the oft-used adage is really true: they don't make 'em like *that* anymore.

Beside railfan photography and numerous articles, Don has taken many assignments from a number of firms, including Krauss-Maffei, Alco, Southern Pacific and General Electric, usually when they had new locomotives to show off somewhere on the West Coast and needed prints for trade magazines or new brochures. In 1988, having traded in their van for a four-wheel-drive Dodge, and with two of their three children married and on their own, Don and his wife Reva (she's a successful real estate agent) find themselves hitting the highway the moment they get some mutual days off.

A phone call to Don's San Fernando Valley home not too long ago drew a typical answer from his son Brian, who, when asked where his father was, said, "oh, I don't know; pick a state."—DAVID C. LUSTIG.

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BY JIM BOYD

FRED W. SCHNEIDER III

IN THE MARKET EAST SEPTA subway station in Philadelphia, Fred Schneider used the natural lighting and T-MAX 3200 at 1/125th at f11 (yes, f11 hand-held in a subway!) to capture this scene on May 30, 1988. Though the 8X10 has detectable grain, the picture is crisp and sharp.

Kodak's New T-MAX 3200 Film

GUEST COLUMNIST: FRED W. SCHNEIDER, III

When my local supply house provided a free roll of Kodak's newest black & white film for testing, it prompted the question, "where can I go to test an emulsion this hot?" The solution was spending Memorial Day in the dimly-lit subway stations of Philadelphia. There are simply few places where the typical railfan would need a film with an ISO (ASA) speed of 3200. Yet Kodak T-MAX 3200 Professional film is a welcome addition to the arsenal, permitting hand-held photography under very poor lighting conditions where it was never before dreamed possible.

T-MAX 3200 makes available-light photography incredibly simple. The transition from Tri-X to T-MAX 3200 is analogous to Rip Van Winkle going to sleep in the glass-plate era and waking up to Super XX roll film. After spending years using tripods in stations, it's absolutely astonishing to have a film so fast that aperture settings in the Philadelphia subway stations range from f4 to f8 while using a shutter speed of 1/125th of a second. Even there, the use of "slow," smaller-aperture wide-angle and zoom lenses presents no problem. The film is an obvious boon to those of us intent on preserving a photographic record of shops, offices, stations, streets at night, the daughter's school play or the son's wrestling match. It's the greatest thing since screw-base flashbulbs!

The new emulsion is remarkably fine-grained for a film of such high speed. It compares favorably with Tri-X film in that regard, yet is eight times (or three stops) faster. Kodak claims it can be pushed to 12,500 ISO, naturally with some loss of shadow detail and an increase in contrast.

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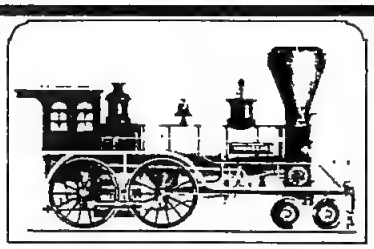

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BRUCE KELLY

A TRUE NIGHT SHOT, this scene of the last city-bound NJ Transit train to change engines at South Amboy on July 1, 1988, at 10:49 p.m., was taken hand-held with T-MAX 3200 at 1/60th at f4, using only the platform lights on the station. This film has tremendous potential for railfans.

tings on most cameras in use today do not reach such lofty numerals as 3200. No problem; set the camera for the highest possible setting and then deliberately underexpose the film by a calculated value. If the highest meter setting on your camera is 1600, determine your exposure for *that* ISO rating and then close the diaphragm one more stop (full f stops are 1.4, 2, 2.8, 4, 5.6, 8, 11, 16, 22, 32, 45, 64) or increase the shutter speed by one increment (1/60th to 1/125th, for example) to achieve the proper setting for T-MAX 3200. If your meter only reaches 800, then you need to intentionally underexpose by two stops or two shutter increments, and if it only reaches ISO 400, the compensating adjustment is three stops or three shutter speeds. You may also find that the exposure meter built into your camera does not function properly in such low light levels, perhaps requiring the purchase of a more sensitive hand-held meter.

There are some cautions that apply to using a film of this speed. Load and unload your camera in very dim light. The environment where you are using the film should be dim enough anyway. After all, you don't want any light to leak through the felt light trap on the cassette and fog or streak your highly-sensitive film. If you develop your own film, cover any phosphorescent dials, clocks or other glow-in-the-dark items because even that miniscule amount of light in a darkroom can and will affect unprocessed 3200 film. Make absolutely certain you have no light leaks in the darkroom.

Although all of the three T-MAX black & white films (ISO ratings of 100. 400 and 3200) have very fine grain for their respective speeds and are quite forgiving when improperly exposed, they all suffer when processing is less than absolutely precise. Originally, the common elonhydroquinone film developers used by most laboratories and photofinishing plants, such as Kodak's D-76 and HC-110 formulations, were recommended by Kodak for developing T-MAX films. But even *slight* increases in developing times or in the degree of recommended agitation will produce negatives so contrasty that they may not yield acceptable prints. Push processing in these chemistries produces very high contrast negatives. In response to initial complaints about T-MAX films being too contrasty, Kodak chemists produced T-MAX Developer. When T-MAX films are developed in T-MAX Developer, the resulting negatives have a contrast range comparable to any of the previous films. If you do not personally process your own films, the best suggestion is to deal only with a custom laboratory (yes, they can be expensive), which will process T-MAX films in the proper chemistry. The results are often superb, well worth the added cost.

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As a professional film, T-MAX 3200 is available from Kodak dealers having "stock house" franchises, but not from all vendors of Kodak films. Any dealer that will sell Plus-X Pan Professional 120 film, enlarging paper in 500-sheet boxes or chemicals in gallon jugs can order T-MAX 3200. At the present time it's available only in 35mm rolls.

The gluttons for punishment who tote 4x5 view cameras, and I'm one of them, can only pray that the Great Yellow Father in Rochester will eventually market T-MAX 3200 in 4x5 sheets. Imagine the sharpness, depth of field and action-stopping qualities that would come from using the film at 1/400th at f40 in broad daylight.

Editor's Note: We're in total agreement with Fred's findings and thank him for sharing his observations with us. The ISO rating of 12,500 he mentioned is already being exploited by many sports and news photographers, who often shoot in dimly-lit gymnasiums or arenas, or need high shutter speeds when going hand-held with big telephotos. Just look through some recent issues of the major photography magazines to see samples of this kind of work. More conventional uses for T-MAX 3200 are dawn and dusk action photos that otherwise exceed the capabilities of ISO 100 or 400 films. In other words, T-MAX 3200 lets you shoot earlier in the morning and later into the evening, thereby giving you more hours of usable daylight. And in inclement weather, especially when you're using a long telephoto, nothing beats having those three extra stops (as compared to Tri-X, T-MAX 400 or Ilford XP-1) when shutter speed and depth of field are critical. Here you will probably want to stick to the ISO 3200 speed rating for maximum image quality; but imagine the possibilities of converting a 1/125th at f4 shot of a fog-shrouded tunnel mouth into a 1/500th at f5.6 situation. While this film is not for everyday bright sunshine work (one seldom needs 1/1000th at f32), it is a valuable new tool for marginal weather conditions and work at night in shops, depots and such. Though we continue to urge photographers to perfect their technique with one or two film types and stick with them, it's hard not to recommend Kodak's T-MAX 3200, because it's one of those new products that makes a quantum leap into territory where very few films have gone before: the dark—B.K.

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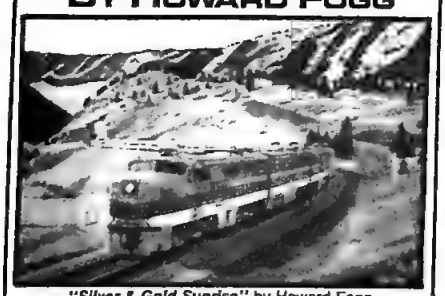

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Transit Currents

Hawker-Siddeley

The new commuter rail service in Florida will operate from West Palm Beach 63 miles to 79th Street in Miami. The service is to get underway before Christmas of 1988. The Florida Department of Transportation had a great deal to do with putting this operation together, and it is a reaction to the reconstruction of an extraordinarily busy stretch of Interstate 95 in the Miami, Dade County, Broward County and the Palm Beach County area. The project is expected to have a capital cost of $65 to $70 million, and the Florida Department of Transportation will provide a subsidy of $4 million annually, which is partially supplemented by the Federal Highway Administration. The trains will operate over the tracks of the CSX system and utilize part of the old Seaboard Air Line main line. The state of Florida recently purchased this property.

The cars to be used in this commuter service will be identical to the bilevel cars built by the Urban Transportation Development Corporation for GO Transit in the Toronto, Ontario, area. The cars are built in the former Hawker-Siddeley plant in Thunder Bay, Ontario, and shipped via the Canadian National Railway to Windsor, Ontario, where they are ferried across the Detroit River on the Norfolk & Western car ferry. Once in the U.S., they are interchanged with the C&O and then hauled on CSX lines to Hialeah, Florida. The cars are moving in groups of two on a twice-monthly basis. The first two, UTDC 1001 and 1002, moved through Detroit on April 13, 1988; 1003 and 1004 passed through on April 27. Thanks to Kenneth Borg and Julien R. Wolfe for the information.

New Cars in Edmonton

Christopher J. Piggott writes from Alberta that Edmonton Transit has taken delivery of two new light rail cars. These are quite innovative in that they have a freon-cooled, three-phase AC propulsion system. This uses a gate turnoff thyristor chopper and a new power truck design that incorporates a pair of three-phase traction motors on each truck. There is also regenerative braking, a static convertor (battery charger) and improved heating and ventilation for the passenger compartment.

Mr. Piggott writes that the project also includes Calgary Transit and is being sponsored and funded by the Economic Development Department of Alberta. What it involves is a technology transfer agreement from Siemens AG of West Germany. It's a good deal because any three-phase propulsion systems for light rail use sold in North America, or other parts of the world market, will be manufactured at Siemens Electric's facility in Edmonton, Alberta. The cars will be finally assembled and tested between May and the end of summer 1988. They will then enter revenue service for one year for testing and evaluation and will be used to demonstrate the new-fangled propulsion system under real-world operating conditions. It's expected to be a good selling tool for Siemens with prospective buyers.

The new cars can be run either separately or together with Edmonton's other light rail cars because they are completely compatible with the existing equipment on the system. After a year's service in Edmonton they will be transferred to Calgary for still another year of operation and testing. This is a development that should be looked at carefully. In the last 20 years there have been major advances in electric propulsion and associated systems, which have not really changed materially for most of the last century. We are now beginning to see increasing experimentation. Again, thanks to Christopher Piggott for the information.

Tandy Center Subway 25 Years

February 1988 marked the 25th Anniversary of the Tandy Center Subway in Fort Worth, Texas, the world's only privately owned and operated subway system. The Fort Worth attraction was constructed by Marvin and Obie Leonard, who needed a shuttle system to move shoppers from the 3000-car parking area the Leonard brothers owned along the Trinity River northwest of downtown to the Leonard's department store on Throckmorton Street. The Tandy Center is now located on the department store site. Buses were used at first as a shuttle between the parking lot and the store, but they were too slow and got tied up in traffic. What about a subway link? Some advice from GE led the brothers to picking up several PCC streetcars from the DC Transit Company in Washington, which was in the process of abandoning its streetcars in 1962. Five cars, along with extra parts, were bought for $10,000 and shipped on flatcars to Forth Worth in June of 1962. The cars, originally manufactured by the St. Louis Car Company, were modified in Fort Worth for high-level platform loading, and the single-ended PCCs were converted into double-ended cars. About a million dollars and nine months later, the M&O subway (you guessed it—for Marvin and Obie) opened. A golden spike was driven on February 12, 1963, and testing was begun. On February 15, the subway opened to the public. In 1967, Leonard's Department Store, at the end of the subway line, was sold to the Tandy Corporation. Tandy sold the store to Dillard's Department Stores in 1974, but under a contractual agreement, Tandy continued to operate the subway because the Tandy Center was already on the drawing boards.

PLEASE SEND traction news and correspondence directly to Prof. George M. Smerk, Institute for Urban Transportation, 809 E. 9th St., Bloomington, IN 47405.

BY GEORGE M. SMERK

Commuter Cars for Florida

The subway cars were renovated in the 1970s to fit in with the new design of the Tandy Center. The original five cars, along with eight more purchased from Boston, were remodeled. The cars seat 55 people and have a load capacity of 125, which means the system can move about 2400 persons during a peak hour. If you're ever in Fort Worth, take a ride. The subway runs Monday through Friday from 7:00 a.m. to 10:30 p.m., and Saturday from 9:30 a.m. to 6:30 p.m. No service on Sundays and major holidays. Thanks to Robert F. Sandord for the news.

Montgomery County Light Rail

The former B&O railroad spur running from Silver Spring through Chevy Chase and Bethesda to the GSA Heating Plant in the District of Columbia has been under discussion for several years for potential use as a bike trail, hiking trail or light rail line. This interest developed after the CSX Corporation announced its intention to discontinue use of the line.

Kingdon Gould, great-great grandson of railroad baron Jay Gould, was the only bidder for the line through the Laurel Sand & Gravel Company which he owns. Because of the diminishing number of railroad lines in Maryland's Montgomery County, local officials give first priority to those who wish to continue operating a railroad. A Gould spokesman told reporters that Laurel Sand & Gravel wants to make accommodation for commuter rail and recreational use as well as freight use. Gravel company spokesmen said that the trolleys of the light rail line could operate on the eleven-mile spur along with the freight trains. The freights could run at night or during off-peak hours. Bike and foot trails would be adjacent to the line. Joel Lubenau, who sent the information, walked the line and feels that a combination of trail and light rail is not attractive because of the narrowness of the right-of-way. Mr. Lubenau writes that if a light rail line is built in Montgomery County, it will be because Maryland lawmakers tied it in with the proposed new light rail system in Baltimore. Maryland legislators, in a quid pro quo action, tied initial approval of the Baltimore light rail line with consideration and development of light rail line elsewhere in the Terrapin State.

A trolley for a dollar?

Yes, a trolley for a dollar, and a dollar in Canadian money at that! The story begins in 1975 in British Columbia when the then-in-power New Democrats bought a Duewag car as an example of the equipment that would be used upon what they hoped would be a light rail system in Vancouver. The $243,000, state-of-the-art light rapid transit car never saw use because the decision was made to use the advanced light rapid transit (ALRT) technology in Vancouver rather than a standard light rail line. As a result, the Duewag car has been sitting idle in various warehouses and garages for twelve years. Then it was sold for $1.00 Canadian to the Edmonton Railway Society.

The Greater Victoria Electric Railway Society and other groups located close to Vancouver are very unhappy to have the car depart their venue. Bill McDonald, president of the Victoria Society, said they would have

JIM BOYD

FLORIDA'S TRI-RAIL commuter system operating over CSX from West Palm Beach to Miami is receiving bilevel coaches from Hawker-Siddeley of Thunder Bay, Ontario, based upon this design used by Toronto's GO Transit. Here a GO set is seen west of Union Station behind an F40 in 1978.

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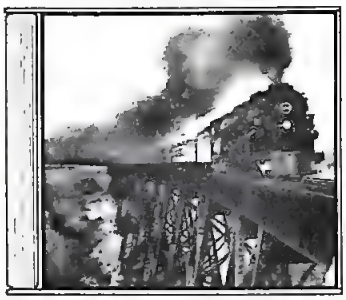

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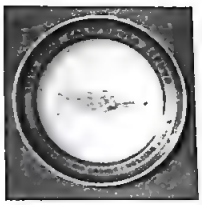

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Transit Currents

BY GEORGE M. SMERK

been delighted to pay a dollar for the streetcar, as well as to fork over the transportation cost to Vancouver Island from the last storage place of the car at the Old Dominion Bridge Building in Burnaby. The Victoria Society, which claims its proposals were ignored, planned to demonstrate the car on a rail line near Victoria.

The new home for the car will Fort Edmonton Park. Harvey Bradley, director of the Edmonton Radial Railway Society, expressed surprise at BC Transit selling off the mothballed streetcar but was happy that it was coming to Edmonton. There it will join a dozen other streetcars in the collection. Needless to say, British Columbia Premier Bill Vander Zalm did not think the sale was a great idea, but it's too late now. Heads will probably roll. Thanks to Wallace Young for the information. Imagine. A dollar.

Dallas dispute

Tom Ruffin sent an interesting news clipping from the Dallas *Times Herald* involving a flap among downtown businessmen in Dallas over whether to dig the downtown subway under Pacific Avenue or under Elm Street. The politicians and business owners claim that the economic stake of downtown, millions of dollars in investment and perhaps the fate of western civilization, hinges on this tiny portion of a proposed and planned 93-mile rail system. Of course, it's the downtown hub of the regional system and will probably be the destination or transfer point for most of the light rail system's riders.

The executive director of the Dallas Area Rapid Transit, Charles Anderson, recommends that the 1.4-mile segment be placed beneath Pacific Avenue because the price tag is $10 million less than a route under Elm Street. There is no doubt that economic stimulation is a major concern. Putting the subway under Elm would stimulate growth in the southern sector of downtown where there are many small property owners. The line under Pacific would, it is claimed, help stimulate the move to the north of office development. Eventually a decision will be made.

Flashes

The **SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY** is constructing a $20 million rail shop to be used by the Norristown High Speed Line and by the Media and Sharon Hill light rail lines that operate out of 69th Street Terminal. What's interesting is that the Norristown line is standard railway gauge and the Media and Sharon Hill lines are Pennsylvania trolley broad gauge. The new facility should be completed sometime in 1989 at about the time the 26 new rail cars for the Norristown High Speed Line are delivered.

Wesley Paulson sent me information on what has been happening to the cars damaged in the accident on October 18, 1987, at the **NATIONAL CAPITAL TROLLEY MUSEUM.** NCTM has reached an agreement with Ed Blossom and the Dushore Car Company to restore the damaged front end of car 766; it will be repaired and will be returned to its as-built appearance. NCTM will be responsible for wiring and air lines, etc. This appears to actually be a benefit from the tragedy, because 766 will get a real restoration. Car 1053 held up somewhat better in the collision and is now able to operate from its front end using the hand controller and foot pedal braking. Once the body is repaired, the foot controller will be reconnected. The body work will be done locally by two good souls from a local Chevrolet dealer. For more information contact National Capital Historical Museum of Transportation, Inc., P.O. Box 4007, Colesville Branch, Silver Spring, MD 20904-0007.

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• THE NRHS NATIONAL CONVENTION: Nickel Plate 2-8-4 765; the Morristown & Erie; New York, Susquehanna & Western; NJ Transit; Conrail and the Long Island Rail Road bring color and variety to Tri-State Chapter's "Garden State in '88" NRHS national convention, and we'll have full coverage.

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"CANADIAN ROCKIES BY DAYLIGHT" That's what VIA Rail Canada is calling its new once-weekly tourist train which began operation on Sunday, June 5, 1988. Departing eastward from Vancouver, B.C., at 9:45 a.m. each Sunday from June 5 through October 9, the new train offers two-day rides to Banff or Jasper, Alberta, with an overnight stop in Kamloops, so that both legs of the trip allow viewing of the Rocky Mountain scenery during daytime. Eleven CN 5700-series Dayniter coaches with fully-reclining seats are used, with up to ten in operation at any time and one held in Vancouver as a spare. Power comes from VIA's F40PH-2 pool cycled through Vancouver on trains 1 and 2.

The Canadian Rockies by Daylight trips depart Vancouver each Sunday as train 104 on CN trackage behind two back-to-back F40PH-2s. At Boston Bar, 104 makes a scheduled 1:35 p.m. stop to change crews, then proceeds to CN's old downtown station in Kamloops (arriving at 5:35 p.m.), where passengers are shuttled to hotels for the night. At 7:00 Monday morning, the lead F40PH-2 departs east from Kamloops with cars bound for Banff, running on CP as a passenger extra. The section going to Jasper departs Kamloops in the opposite direction at 8:45 a.m., still as train 104, using the original train's trailing F40, which is run around its cars at Kamloops. Both trains begin their two-day return trips back to Vancouver (joining together again at Kamloops) on Thursday. VIA has hired several bilingual car attendants for this new service to accommodate the increasing numbers of Japanese and Chinese tourists coming over to Canada.

NEWFOUNDLAND CLOSING ITS RAILROADS Representatives of the governments of Canada and its provinces Newfoundland and Labrador, along with Canadian National Railways, announced on June 20, 1988, the details of the Newfoundland Transportation Initiative, an $800.6 million transportation package which will upgrade Newfoundland's highways and ports while terminating its railway operations, presently handled by CN on 42-inch trackage. Of CN's 642 employees in Newfoundland, 71 will carry on with the company's Roadcruiser intermodal trucking service, 155 will become eligible for early retirement, and the rest will be offered new jobs, generous severance packages or other benefits as promised under their collective bargaining agreements.

CN took over Newfoundland's rail operations from the faltering Newfoundland Railway in 1949, when there was still no alternate form of transport across the island. With the advent of trans-island highways in 1965, CN's freight and passenger traffic continued to fall until finally, in 1979, a Commission of Inquiry recommended a ten-year phase out of the railroad. The proposal was rejected by federal and provincial governments, and instead, a five-year program was begun to revitalize Newfoundland's rail network, primarily by introducing full intermodal service. Over $43 million was spent on containers and related equipment. CN's then-new intermodal subsidiary, TerraTransport, helped regain some market share, prompting more government support in 1986.

Later that same year, a Canadian Transportation Commission order forced higher shipping rates upon CN. Though the order was later overturned, it managed to reduce the railroad's market share by 16%, leaving trucks and water vessels with 78% of Newfoundland's freight market. If CN were to continue operating at this point, with heavy losses and declining traffic, it would eventually be closed anyway but would not be obligated to contribute to the province's roadway and shipping improvements outlined in the Newfoundland Transportation Initiative.

As of July 20, 1988, CN had begun scaling back its Newfoundland operations. The railroad plans to start dismantling its track and structures by September 20th.

PORT TOWNSEND REVIVED Railroad service to Port Townsend, Washington, was restored on June 5, 1988, with the arrival of barge *Glacier Bay* from Seattle (page 4), carrying twelve empty cars and ex-Seattle & North Coast SW1 52 (nee Milwaukee Road 869). The S&NCT bought the 51-mile Port Townsend-Port Angeles line from Milwaukee Road in 1980, then filed bankruptcy in 1984 after traffic dwindled. Soon thereafter, the Port Townsend Paper Company purchased No.52, the barge slip, the Port Townsend yard and nearly two miles of track leading to its mill to preserve the option of future rail service. (The remaining 40 miles of track west to Port Angeles has since been scrapped.) Heroically named the Olympic Railroad, the tiny, isolated operation still relies on barges to ferry rail cars down Puget Sound to Seattle for unloading or interchange with BN.

Olympic Railroad will provide rail service to Port Townsend Paper Company's mill "on demand" for a three-month trial period. Current mill estimates call for 20 to 25 cars per month, with empties being filled and readied for return to Seattle three to four days after their delivery at Port Townsend. To supplement their traffic to and from the mill, Olympic Railroad will solicit truck freight which can be handled on piggyback flatcars or in boxcars for faster shipping between Port Townsend and Seattle—STEVE HAUFF and DANA DAVIS.

SP/UP BRINE TRAINS The movement of unit tank trains loaded with magnesium chloride brine solution from Newark, Calif., to Rowley, Utah, began its summer "rush" again in June 1988 (page 4). These trains use NATX tank cars to transport magnesium chloride from the Leslie Salt Company's Newark facility to the American Metals (AMAX) processing plant at Rowley, on the edge of Utah's Great Salt Lake, where the brine is poured into settling ponds for extraction of the magnesium. Southern Pacific and Union Pacific handle the brine trains on their paired main lines across northern Nevada on an irregular basis throughout the year, but recent summers have seen them running as many as two of these trains per week to maintain AMAX's supply of magnesium chloride brine during the drought season.

From Newark, the loaded brine train rolls east via SP to Elko, Nevada, as symbol NKELU (Newark-Elko Unit train), at which point a UP crew takes charge to run it across the former Western Pacific main to Delle, then north on UP's 11.2-mile Rowley Branch to reach AMAX. The locomotives, usually supplied by SP, run light to Salt Lake City for servicing and lay over while AMAX unloads the tanks. The eastbound loads arrive at AMAX as UP symbol ELROB (Elko-Rowley Brine), and the empties are taken back to Newark the following day as UP's ROELE (Rowley-Elko Empties) and SP's ELNKU (Elko-Newark Unit train). Since the brine trains become far less frequent toward the end of summer, photographers should act now if they want pictures of SP and UP passing the salt, as it were, to the Great Salt Lake.

NAPA VALLEY On July 8, 1988, a trial run of Napa Valley Wine Train equipment was made using FPA4s 71 and 72 (ex-VIA 6775 and 6787) and NVRR observation car *Argonaut* (page 4). Of the four FPA4s Napa Valley bought from VIA, only the 71 and 72 have been readied for operation, though both are not "complete" locomotives. The 71 has been overhauled for service as the locomotive, while the 72 has only an operable HEP set (the 70 and 73 will also be set up as a locomotive/HEP pair). Eventually all four units will have fully functional diesel traction and HEP equipment. Meanwhile, NVRR hopes to be running dinner trains by December and wine trains by next spring.

Several towns and wineries along the NVRR route had asked the California Public Utilities Commission to require an environmental impact study and report from the wine train's backers with attention focused on noise from the locomotive air horns and traffic delays at the more than 100 grade crossings along the route. Immediately the Interstate Commerce Commission stepped in and threw out the PUC's authority in the matter, citing the railroad's common carrier status and its past and future contributions to the area. With federal law firmly on its side, the Napa Valley Wine Train should have no trouble getting its revenue business under way.

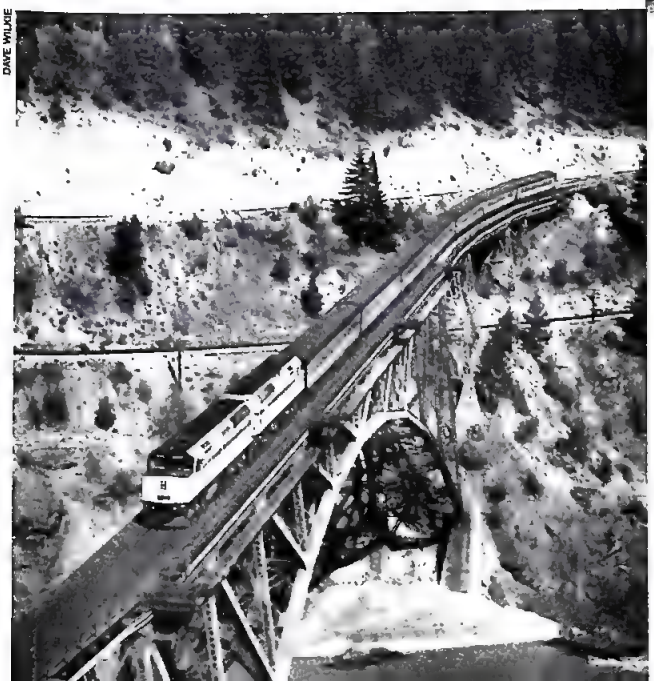
THAT'S SUSQUEHANNA Since Guilford filed bankruptcy of its subsidiary Delaware & Hudson Railway in June (see September 1988 RAILNEWS), the New York, Susquehanna & Western Railroad, backed by the financial support of CSX Transporation, has been providing directed service on the D&H at the behest of the Interstate Commerce Commission. For the first few weeks of service, operations have been going fairly smoothly. Railfans in the East are being treated to a great variety of motive power and paint schemes in unusual places. The Susquehanna's normal stack trains into New Jersey seem to be using primarily Chessie units with an occasional Nor-

THAT'S SUSQUEHANNA handling Guilford's Delaware & Hudson trains at such odd places as Thomas Viaduct on CSX (ex-B&O) trackage at Elkridge, Maryland, July 3, 1988 (above), using four Guilford units, and at Anacostia Tower in Washington, D.C. (right), where NYS&W DASH 8-40B 4004 is picking up orders on July 5. After Guilford filed bankruptcy of its subsidiary D&H in June, the ICC arranged for NYS&W to provide directed service for D&H traffic, resulting in colorful consists of D&H, NYS&W and Chessie power.

TWO PHOTOS, HERBERT H. HARWOOD

CANADIAN ROCKIES BY DAYLIGHT is the theme of VIA's new summer excursions which depart each Sunday from Vancouver, B.C., to Jasper or Lake Louise, Alberta. On June 19, 1988, train 104 crosses the CP main and the Fraser River on CN's bridge at Cisco (below) with VIA F40PHs 6423 and 6429 leading seven ex-CN Dayniter coaches.

DAVE WILKIE



CHRIS D'AMATO

NEWFOUNDLAND CLOSING ITS RAILROADS will eliminate forever scenes like this of 42-inch gauge CN GMD-built 933 switching out the passenger car on mixed train 203 (above) at Corner Brook, Newfoundland, in May 1977. The province will offset the loss with improved highways.

folk Southern or CSX "gray" thrown in. The former-D&H lines seem to be getting the NYS&W locomotives, although lately the former Guilford units and a few Chessies are also showing up. The four new NYS&W Dash 8-40Bs have been reported as far north as Montreal, as far south as RF&P's Potomac Yard in Alexandria, Va., and as far west as Covington, Kentucky. So far, the only major route changes have been the Scranton-to-Potomac Yard connection. The D&H trains would previously travel via Harrisburg and Conrail, but they are now routed via Allentown to Philadelphia and the B&O to Washington, D.C., and Potomac Yard.

It seems railfans are taking advantage of the colorful happenings on the D&H. One Conrail conductor who regularly works between Port Jervis and Binghamton has noticed quite a change: "Lately on sunny days I haven't seen any railfans on Starrucca, but around the D&H at Binghamton there are bunches of 'em.

As the end nears of the Susquehanna's 45-day directed service order, unconfirmed reports indicate that they may get a 100-day extension. Meanwhile the battle for permanent posession of the D&H is heating up. Conrail has expressed interest in taking over the D&H, and Chairman L. Stanley Crane has said that all D&H points would continue to receive service. He also stated that the D&H employees would get Conrail wages and benefits and work under Conrail work rules if his company was awarded the D&H. Crane also said that "we have informed the parties we would not be able to provide employement for all D&H employees," but that Conrail is presently hiring and would give displaced D&H employees preference.

UP TO CLOSE OMAHA SHOPS On June 30, 1988, Union Pacific announced it will phase out its famous locomotive and car shops in Omaha, Nebraska, with closure effective by late September. UP Executive Vice President of Operations Jerry Davis said extreme competition, combined with excess repair capacity within UP's system, is forcing the company to continue consolidating its operations. By August, 770 jobs at the Omaha Shops will be eliminated; 40 other employees will remain there for 18 months before being transferred. About 95% of the 810 workers affected by the Omaha Shop closure will be offered jobs at other UP repair facilities in Little Rock, Arkansas; North Platte, Nebraska; Salt Lake City, Utah; Pocatello, Idaho; DeSoto, Missouri; and Palestine, Texas.

Davis emphasized that the phase-out of the Omaha Shops is not due to Nebraska's business climate, but because the 75-year-old shops are presently utilized at only 25% of capacity. UP expects to avoid spending about $7 million on needed repairs by closing the Omaha Shops, with an additional $2 million in annual operating savings after the closure.

UP's systemwide consolidations have trimmed employment by 11,000 workers over the past four years; the Omaha-Council Bluffs area has lost more than 1000 railroad jobs since 1984. UP plans to maintain its headquarters in Omaha and will be investing $70 million to convert a historic freight office there into a 21st Century computerized dispatching center. This will bring 500 new jobs to Omaha. A new telemarketing center has already been established by the railroad in Omaha with 30 new jobs.

The Omaha Shops occupy about 235 acres just north of Interstate 480, adjacent to an area undergoing commercial development. While UP has no immediate plans for the shops property, it said it will work with local officials and private interests to put the land to good use.

CLINCHFIELD Fs RETURN After reporting in last month's RAILNEWS that CSX Transportation had taken its two A-B F-unit sets out of RoadRailer service in late June and stored them at Waycross, Ga., we received news that they were back on the road with the RoadRailers and on other trains as far east as Baltimore by late July. With most U.S. railroads now running very short on motive power, it's not surprising that CSX brought the Fs back into operation. No firm word has been given as to how long they'll stay in service this time.

THE MODEL 40 On June 2, 1988, a bright red McDonnell-Douglas EMD Model 40 locomotive was delivered to its new home at Travel Town in Los Angeles. Built in 1942 for the U.S. Navy (No. 56-50325) by Electro-Motive Division of General Motors, the 40-ton, 300-h.p. switcher was one of eleven such units EMD produced in an attempt to break into the light industrial loco market. The unit was donated by McDonnell-Douglas of Long Beach, Calif., to the city of Los Angeles for use with Travel Town's railroad museum. Plans call for a two-mile line to be built through Griffith Park linking Travel Town with the L.A. Zoo.

FRISCO 1522 Almost immediately after Frisco 4-8-2 1522 got a false start for a 1988 excursion season (see August 1988 RAILNEWS), the 20th Century Railroad of Chicago announced a pair of excursions from Chicago "up the track to Fond Du Lac," Wisconsin, and return on the Wisconsin Central for the weekend of August 13 and 14, 1988.

The 1522 is owned by the National Museum of Transport in St. Louis, and the restoration was done by the non-profit St. Louis Steam Train Association, which leases the locomotive from the Museum. The project chairman is Patrick Cravens. Since the 1522 had yet to make any true break-in runs, the Wisconsin Central agreed to run the locomotive on certain trains before the trip to help the StL-STA fine tune the 1522. On July 21, 1988, the 1522 moved to East St. Louis, and the next day it headed for Chicago toting its canteen (a tank car), tool car (a C&NW boxcar), crew car *Cimmarron River* and Santa Fe caboose 999759 with C&NW SD40-2 6873 in the lead. On Saturday, July 23, the 1522—sans diesel—led a northbound 27-car Wisconsin Central freight to North Fond Du Lac (page 74). WC President Ed Burkhardt was on hand for the event, which happened to be on his birthday. At that time, further break-in runs were being negotiated, but no one knew any details.

The following Monday, July 25, with very short notice, WC "Extra SLSF 1522 north" departed North Fond Du Lac for Stevens Point with 1800 tons (17 cars) in daylight. Most of the train was set out at Neenah, and the 1522 arrived in Stevens Point with four cars. On Tuesday July 26, that performance was outdone as "Extra SLSF 1522 South" departed with 2100 tons bound for Fond Du Lac, barking loudly up the 1.1% grade near Dale. Further excursions and "test runs" are likely, though there are no specific dates available at this time.

UP TAKES THE KATY The Interstate Commerce Commission on May 16, 1988, approved Union Pacific's $110 million acquisition of the Missouri-Kansas-Texas Railroad. Under the order, the ICC accepted an agreement between the UP and Southern Pacific to address some of the anti-competetive aspects of the merger involving trackage north and west of Kansas City and trackage converging at Houston. The ICC also told the UP to grant trackage rights for grain movements to either the SP, KCS or Santa Fe, and told the Rio Grande that the commission would monitor interchange patterns at Herrington, Kansas, before deciding about protective conditions sought by the Rio Grande.

NICKEL PLATE 765 Following a successful series of excursions out of Buffalo, N.Y., over the Fourth of July weekend (September '88 RAILNEWS), Nickel Plate Berkshire 765 made its ferry move east to the 1988 NRHS convention in New Jersey. The 2-8-4 left Buffalo on July 21, pulling the canteen, tool car and its 22-car passenger train under its own power. Shortly thereafter, the 765 began losing power due to "bad coal."

That bad coal was the same stuff that they burned with no problem in Buffalo. The coal, however, had been salvaged from a lake freighter that was being scrapped, and unknown to the locomotive crew, the bottom layer had limestone mixed in with it. The limestone-coal mix was a disaster in the firebox, with the limestone melting and forming clinkers of Biblical proportion. Diesels hauled the struggling train into Binghamton, N.Y., where the 765 was permitted to cool and have its firebox thoroughly cleaned. With the passenger cars handled by Conrail diesels to New Jersey for the first convention trip, by early Saturday, July 23, the Berkshire, along with its tender canteen and tool car, was making progress again toward New Jersey, this time cut in behind the diesels on Conrail symbol ELOI (Elkhart-Oak Island). The freight run produced some fine moments, such as when the Berk was called upon to "give a boost" over Gulf Summit, which it did in spectacular fashion. Upon arrival at Oak Island yard, the Conrail units were removed, and at approxi-

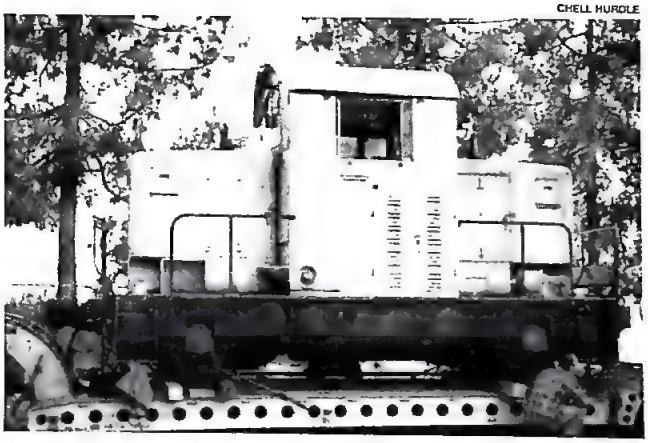
NICKEL PLATE 765 stood in pouring rain after its ferry move on Conrail freight ELOI at Oak Island Yard at 1:00 a.m. July 24, 1988 (right), before its move to Cranford, N.J., for the NRHS convention.

BOB VINSEC

BRUCE KELLY

CUYAHOGA VALLEY 4070 is running again, as seen (above) on June 19, 1988, at Akron, Ohio, preparing for its return trip to Independence.

CHELL HURDLE



THE MODEL 40 donated by McDonnell-Douglas was delivered to its new home at Travel Town park in Los Angeles (right), on June 2, 1988.

mately 1:00 a.m. on the 24th, with a steady rain falling, the 765 pulled out on its own for the short run on NJT's ex-LV and CNJ Raritan Line to Cranford, where it pulled off onto the Susquehanna's ex-Staten Island Rapid Transit spur for service and storage throughout the NRHS convention. Later that day, the 765 performed flawlessly on the circle trip to Reading. Next month we'll have complete coverage of the NRHS convention and related excursions.

LAMOILLE VALLEY RS3s In early July 1988, the Pioneer Railroad purchased Alco RS3s 7803 and 7804 from the Lamoille Valley Railroad, with an option to buy remaining RS3s 7805 and 7801. In addition, Pioneer Railroad bought the entire LVRC parts supply for these units. The RS3s were put up for sale shortly after LVRC acquired some ex-Central Vermont RS11s. The 7803 and 7804 (ex-D&H 4071 and 4094) will retain their LVRC numbers.

The Pioneer Railroad Company gained considerable notoriety by offering stock through railfan publications before they had decided *where* they were going to buy a railroad to run. They have since purchased the 21-mile former-CB&Q branch from Alpha to Aledo, Illinois (south of Rock Island).

CUYAHOGA VALLEY 4070 Following a two-year hiatus, Cuyahoga Valley 2-8-2 4070 is back in action running steam excursions. The ex-B&O line it had been using between Akron and Cleveland, Ohio, up until 1985 was abandoned by CSX. Recently, however, the U.S. government purchased it as an addition to the Cuyahoga Valley National Park. CVL 4070's 1988 operating season began on Saturday, June 18, with round trips between Independence (a suburb of Cleveland) and Akron scheduled for Saturdays through October 29 (except September 3) and Sundays through October 23. Fares are $17.95 for adults, $9.95 for children; order tickets by calling 800/468-4070 or writing Cuyahoga Valley Line, P.O. Box 2328, Bath, OH 44210-2328.

The former Grand Trunk Western USRA light Mikado was originally overhauled for service by Chicagoan Dick Jensen in the mid-1960s, and after a number of fantrips in the Chicago area it began operation out of Cleveland in 1975. Having worn various "disguises" over recent years, the 4070 is now back in its authentic GTW configuration with "can" headlight and triangular number board, though carrying Cuyahoga Valley Line lettering.

TRASHING EAGLE MOUNTAIN Kaiser Steel Corporation announced on July 20, 1988, that its Eagle Mountain iron ore mine, located near Desert Center, California, is going to be developed in cooperation with the Mine Reclamation Corporation into a disposal site for non-hazardous municipal solid waste. The proposed Eagle Mountain project will transport non-hazardous waste, collected at metropolitan transfer stations, in closed containers by rail to the mine using Southern Pacific's busy line over Beaumont Hill to Ferrum, where the 52-mile Eagle Mountain Railroad ties in.

Waste hauling and disposal on the Eagle Mountain Railroad is expected to begin in 1991, with an initial anticipated minimum daily volume of 4000 tons. By 1995, the volume of waste is expected to reach approximately 16,000 tons per day. At this level of waste disposal, the Eagle Mountain site could operate for 100 years before reaching capacity.

Utah Railway: The Era of the '45s

by Don Sims

A mid-morning June sun casts shadows straight down on a pair of rails that follow the twisting, steep-walled canyon of Utah's Price River. For the moment, the railroad is silent with only rushing water and a nearby highway creating sound. Where the stone walls widen to offer a glimpse of the vast desert to the southeast, a single track spins off in that direction; it is occupied by a gray unit with a red nose of obvious Southern Pacific heritage. It is creeping forward to a stop with almost 90 aluminum coal cars trailing behind, most still bright in their newness.

Back east in Denver, a Rio Grande dispatcher routinely flips a couple of switches labeled "Utah Railway Junction" on a CTC panel. Turnout points move and signals line up green. Once again the Utah Railway has its day's worth of Carbon County coal ready to head for market.

Five, almost ten, minutes slip by as the road set of six-motors continue to idle. About halfway back in the train a clutch of helpers is settling in through a crossover. They tie onto the rear cut and move forward, reuniting the train.

Red over green is displayed on the Junction signal. The brakes have been tested, and the ten units ease the 12,000-ton train into motion on a slight downgrade. In a few hundred yards the grade will reverse itself as it takes on the backbone of the Wasatch Mountains over Soldier Summit.

This is pretty impressive stuff for a short line.

Not too many years ago this scene would have been punctuated by the off-beat cadence of Alcos, but today the sound is all EMD—although the mix of carbodies is admittedly a bit unusual.

A LOADED IPPX unit train begins to climb the Price River Canyon just west of Utah Railway Junction with five units cut in as helpers (below). For color, see page 73.

PHOTOGRAPHY, DON SIMS

In the ten units of our coal train you will find SD45s in SP gray and a couple of BN green F45s. Not Alcos, but not bad.

Coal Country

The Utah Railway's operating headquarters is on a narrow shelf carved out of the hillside at Martin, Utah, near the Rio Grande interchange at the north end of the railroad. From here, the single track works its way southeast about 20 miles to Hiawatha, with a further extension of about three miles to Mohrland on a section listed officially as an industrial spur. A couple of branches to Spring Canyon and Wattis make up the rest of the trackage. It's a barren, desert-like existence with little habitation except for a few roads to coal mining sites. And, of course, coal mining is what this railroad is all about.

The Utah Railway has two distinct faces, one where the coal originates, and the other where the coal is delivered. In the 23 miles below Martin the railroad is a heavy duty, single track mine spur. The other 70% of the Utah Railway is operated on the Rio Grande's main line mountain railroad over Soldier Summit with CTC and stretches of double track populated by manifests and Amtrak's *California Zephyr*. While the line from Utah Railway Junction to Provo appears to be exclusively Rio Grande property, in fact it is a paired trackage agreement between Provo and Thistle and trackage rights for the Utah from Thistle over Soldier Summit to the Junction.

Power for the coal trains

For many years the Utah Railway was one of the few Western railroads to carry on an Alco tradition, having displaced steam with a fleet of RSD4s. But in 1982 the last of the Alcos were retired, the victims of age, mountain rail-

roading and excessive maintenance costs.

The story of the Utah Railway's diesel times opened appropriately enough during the first month of 1952 with the arrival of RSD4 No. 300, which was followed over a several month period by five identical 1600-h.p. six-motor units, with the complete set bearing road numbers 300-305. A seventh unit, 306, this time an RSD5, was bought new in 1955. The variations between the RSD5 and the earlier RSD4s were minor, and the new unit fit easily into the maintenance schedule.

The Utah Railway performed like an efficient conveyor belt with its seven light gray and red Alcos throughout the 1960s and didn't expand its power fleet until 1971, when it picked up RSD4 1611 from the Central Railroad of New Jersey. With the early '70s energy crisis creating a resurgence in coal traffic, the need for additional motive power was felt. The next outlanders to arrive were two Chesapeake & Ohio high-nosed RSD12s (DL702s), which were leased in 1974. These two 1800-h.p. units had "grown up" in West Virginia on the C&O and were transferred to the B&O for use out of Fairmont, W.Va., near the end of their careers. The 2014 and 2016 then went to the Lake Superior & Ishpeming, where they were leased out under the "LASCO" subsidiary; the Utah purchased them outright in 1976.

Probably the best-known of the Utah's second-hand units were four ex-Santa Fe DL600B "Alligators," which arrived on the property in 1975 (two in May and two in September). The four long-nosed 2400-h.p. six-motors gave the Utah its first taste of true second generation horsepower. Since the trains had been getting longer and the hoppers getting heavier, it was not unusual to find every serviceable locomotive at Martin lashed into the road and helper sets for the afternoon train to Provo.

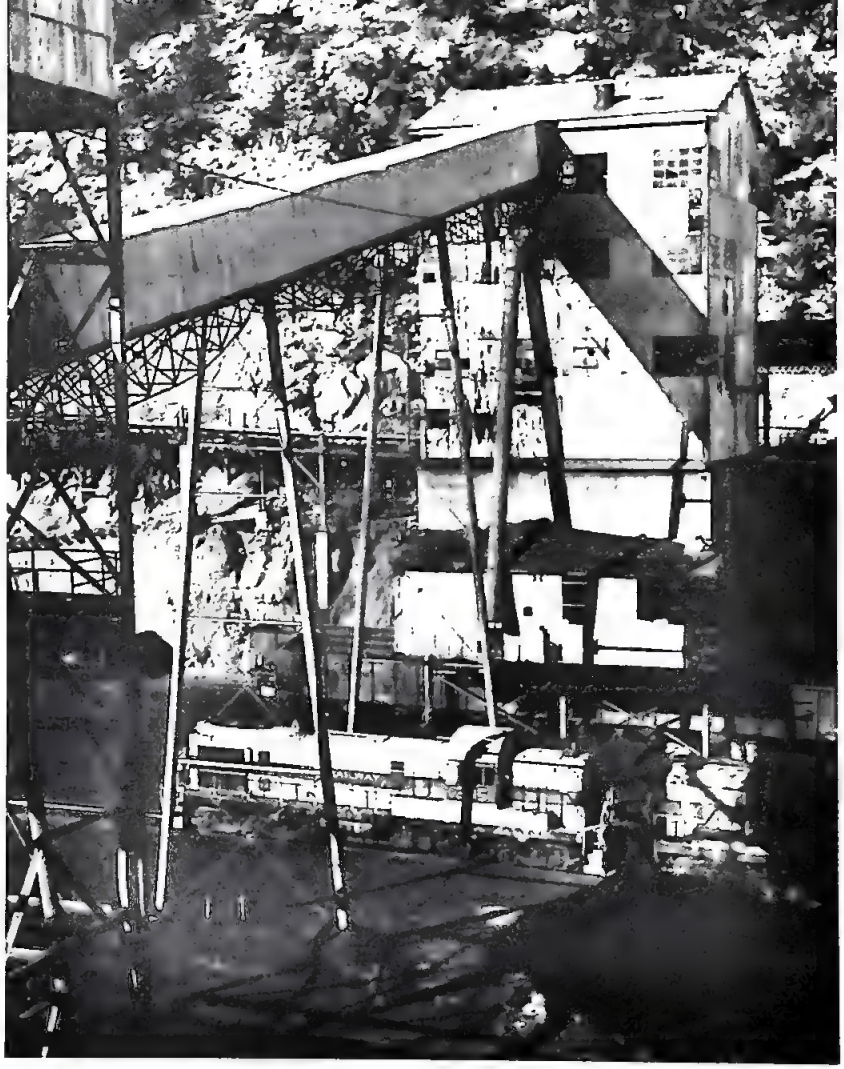
The Utah Railway began its defection from the Alco camp in 1978 when it started leasing SD40-2s and occasional GE U30Cs and C30-7s from the Union Pacific. One by one the Alcos were sidelined, with the 244-powered RSD4/5s going first, and by 1982 the UP units had taken over completely. The Utah Railway has always had a special relationship with UP, since most of its coal

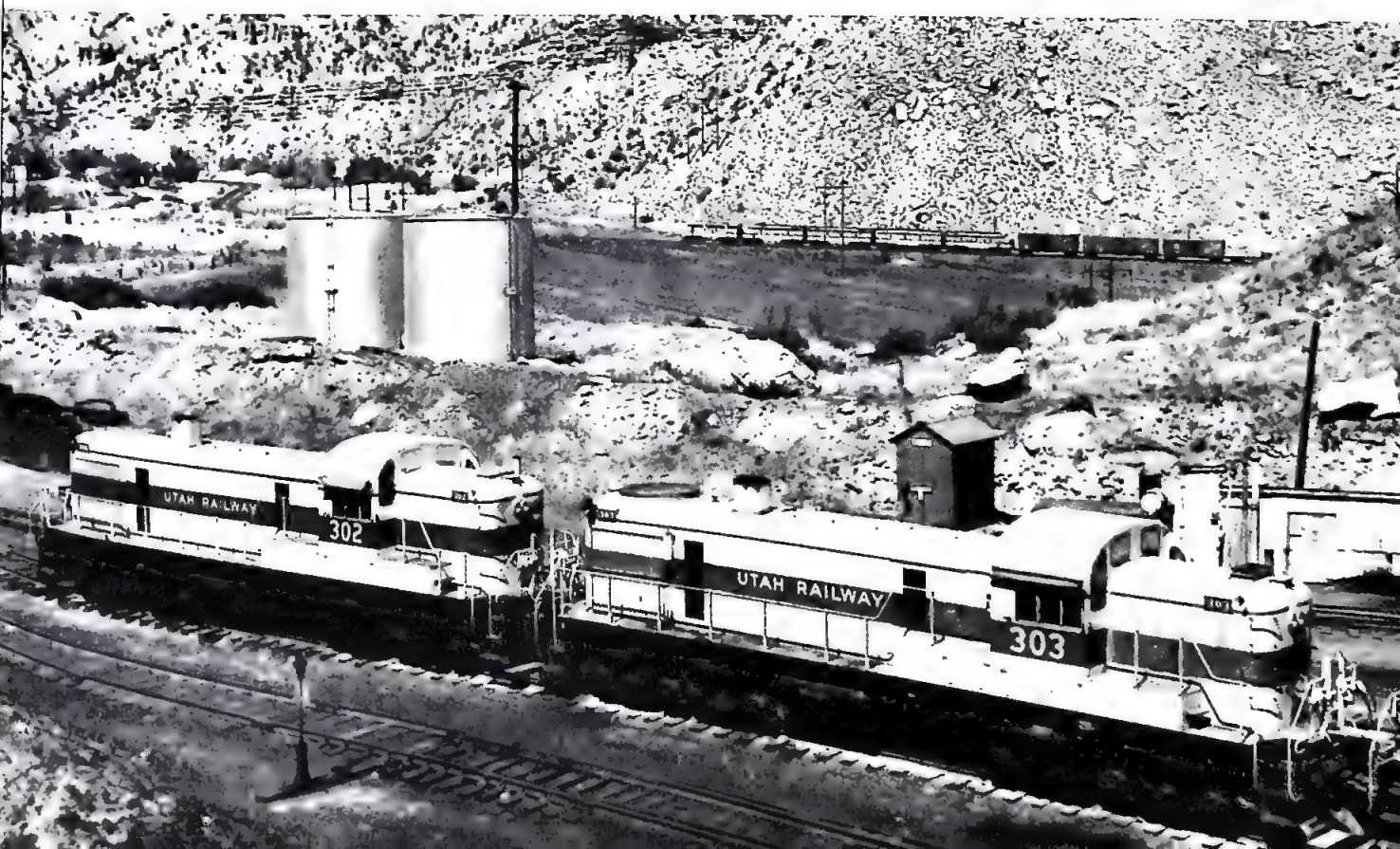
THE UTAH'S WHITE ALCOS are seen at Hiawatha (above) and the Wattis mine (opposite top) in the early 1970s, at Martin with a Rio Grande freight led by an FT in the late 1950s (opposite bottom), and at the Martin headquarters (below).

traffic heads out over that road by way of Provo where the two railroads maintain yards beside one another. With an almost 100% reliance upon yellow diesels, one would have thought that the Utah Railway had disappeared in another buy-out.

The Utah's "yellow period" lasted until 1985 when the coal hauler entered upon its current arrangement: leased locomotives with its own imprint. National Railway Equipment Co. of Dixmoor, Illinois, supplied the locomotives, and the first arrivals were four ex-Burlington Northern F45s in April 1985 (see roster box for unit numbers). Two months later came a four-unit set of Southern Pacific SD45s, with two more added in November and two more in January of '86.

In November 1986 the Utah picked up three ex-SP SD39s, engines not quite as distinctive in appearance but numerically even rarer than the F45s. The SP 5300s (all Utah leased units carry their original road numbers) were an interesting choice, given that the rest of the roster was comprised of 3600-h.p. units. At 2300 h.p., the 12-cylinder turbocharged SD39s didn't seem to fit in, but the railroad gave them a fair test. The Utah's goal is to have a fleet of units that are interchangeable—i.e., any unit can be used in road or helper service uniformly in terms of hauling ability. At low speeds, the SD39s would probably qualify, since at 410,000 lbs. they are slightly heavier than the 409,000 lb.





weight of the SP SD45s and could lug the same tonnage below 20 m.p.h. In power for speed over the road, however, the '39s would run out of wind rather quickly.

Although they were tried in a variety of job applications, the SD39s were finally returned to National in early spring of 1988 and swapped for another pair of SD45s. Contrary to some published reports, F45 6613 was not returned to the lessor and as of July 1988 is still very much in service. F45 6607, however, is out of service and being used as a parts supply to keep the other units running. The present serviceable fleet of Utah '45s is 13 units.

Martin is home

While the Utah's locomotives and rolling stock have undergone significant changes in the past decade, the physical plant at a Martin retains its early diesel era atmosphere (we'd almost say "late steam era" except that the old coal chute is gone). The place hasn't significantly changed its appearance in 30 years. Two elderly stone buildings are the centerpieces upon which Utah Railway's daily regimen revolves. They're worth mentioning because you don't see such substantial architecture these days; most roads tend to operate from steel buildings.

The office building sits on a rise overlooking the main line as it widens to a modest yard just beyond. The other structure, a sooty, stone block engine shed, is just below; its lengthy profile can accommodate a three-unit set of diesels for servicing. Out back, an old McKeen motor-car body provides storage space; shorn of its underpinnings and set on a base, it still looks as it did when the first Alcos showed up to displace the ex-UP 2-10-2s.

These days the rolling stock is either labeled IPPX or Union Pacific, and the old "Utah Coal Route" hoppers and drop-bottom gons which traveled the hills for so many years are just recollections. Train movements fall into either the unit train category of the Intermountain Power Project (IPPX) or come UP equipped in their entirety. Unit trains cycle between Utah Railway pick-up points and a major new power plant near Delta, Utah, in UP territory. Other loads go west to a Nevada power plant or northwest destinations.

Until the energy crisis boosted the Utah's business image, the railroad functioned on a very predictable pattern—one you could almost set your watch by. Each morning a couple of mine runs were dispatched out of Martin, one just around breakfast time, the other perhaps an hour later. Hauling empties upgrade they slowly trekked through the sagebrush to Wattis Junction and Hiawatha, the former being a switch to a 2½-mile branch that climbs the steepest grade on the railroad to the mine at Wattis. When the RSDs were new, a single unit was rated at only 500 tons on this stretch. Fortunately, the loaded trains worked downhill.

In late afternoon the mine runs returned to Martin, and by early evening they were combined into a single train for Provo. The mine job power and other units at Martin were marshalled into road and helper sets, and the whole shebang would be off on the Rio Grande for Soldier Summit. Sometime after midnight the empties would be OS'd at Provo and would probably be slipping through the Martin yard switches at first light. If they didn't make it home before mid-morning there was no power shortage because the helper set had returned the night before from Soldier Summit. It went that way routinely for many a year.

THE SHORT-LIVED SP SD39s were about to be cut into a helper set for a Provo-bound train on this night in 1987 at the old engine shop building in Martin.

When business boomed and coal mines expanded in the 1970s, the old habits disappeared as well, particularly as to the road haul assignments. Where once a single, nocturnal Martin-Provo run crawled over the Wasatch Mountains, the pattern doubled with a major daytime movement as well. Thus the seven RSDs of yesterday have been replaced by 13 big '45s today.

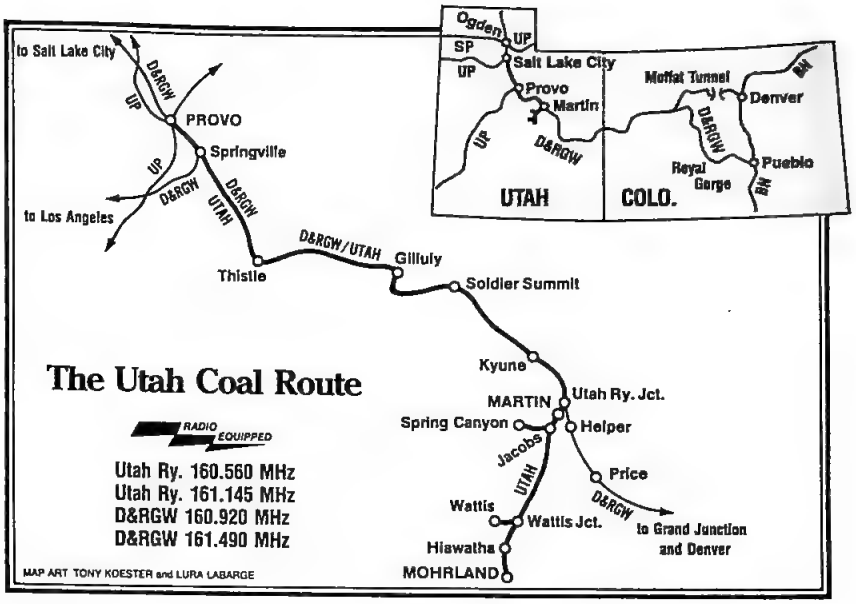
Operations today

Aside from the obvious differences in motive power, one would have no trouble distinguishing today's Utah Railway from yesteryear's. Its operational pattern has been restructured, even though the basic pattern of mine runs followed by line-haul trains prevails. The difference now is that there is not always a separation between the two assignments, mainly due to unit trains and contemporary loading techniques.

In the old timetable, the mine run and a road haul were handled by separate crews. Currently one crew will handle both on the IPPX unit trains. Called on duty at Provo, a crew will get over the mountain eastbound with four units in roughly 3½ hours, stopping briefly at Martin while units are rotated. In this fashion a set of diesels will alternate between road service, mine runs and helper duty, evening out the wear and providing maintenance time. Instead of shifting to a mine run configuration as in prior years, the complete set of empty coal cars will press on, working uphill again to either Wild Cat (five miles away) or Wattis Junction (16 miles out). Each of these sites provides an automated loading facility where at a constant 3-m.p.h. pace each hopper is filled to a uniform height (most of the units are equipped with creep control for this service). Then swapping ends and slipping into a dynamic brake mode, the four road units head for Martin and a waiting set of helpers. If there's been any sort of delay up to now—more likely on Rio Grande than elsewhere—it may be a close thing to complete the round trip back to Provo under the twelve hour law.

The "conventional" mine runs pretty much follow the traditional pattern. Empties arrive in Martin and are distributed in two sections, one called for Wattis and the other for Hiawatha and Mohrland. The three principal mines are U.S. Fuel, Cyprus and Andalex. Providing the bulk of the tonnage, they are supplemented by a few smaller operators who load cars at Mohrland or Hiawatha for pick-up.

A monthly schedule is provided to the Utah Railway by the Interstate Power Project people, revised in accordance with their needs. One week they might schedule four unit trains, the next five. Thus, on some days there might be two road trains and on other days only one with the standard complement of conventional UP hoppers.



Martin used to be pretty quiet at times. Once the mine runs were dispatched by mid-morning the place settled into a lethargic trance until they returned in late afternoon. Then a flurry of action would take place as two trains were fused into one, and the road units came out for their assignment. Yard tracks being short, it took a few "doubles" to bring everything together and get the helpers properly placed. Then the shale cliffs reverberated as six, sometimes seven, tub-like Alcos poured out their maximum amperage in the darkness. The staccato beat of 244 engines soon faded and silence returned to Martin with only a few yellowish beams filtering through the begrimed window panes of a lonely engine house. Later a bit of flange squealing would betray the helper set as it ran through the switches to park inside the "house." Doors closed on the shed, and a crunch of tires on gravel sent the engine crew home. Martin slumbered on till a new day's sun rose from the eastern desert.

Today's productive schedule doesn't

Utah Railway Diesel Roster

JANUARY 1952-JULY 1988

Number	Model	Built	Notes
300-305	RSD4	1952	Bought new, retired. (All Alcos were sold to a scrap dealer.)
306	RSD5	1955	Bought new, retired; acquired by Promontory Chapter NRHS.
307	RSD4	1952	Ex-CNJ 1611, to Utah 1971; retired.
400-403	DL600B	1959-60	Ex-AT&SF 9822 (822), 9823 (823), 9839 (839) and 9847 (847), to Utah 1975; retired; 9823 (401) acquired by Promontory Chapter NRHS.
600-601	DL702	1956	Ex-C&O 2014 (6707) and 2016 (6709), leased from LASCO in 1974; purchased 1976; retired.
5319	SD39	1970	Ex-SP 5319, acquired 11/86; returned 3/88.
5322	SD39	1970	Ex-SP 5322, acquired 11/86; returned 3/88.
5325	SD39	1970	Ex-SP 5325, acquired 11/86; returned 3/88.
6606	F45	1969	Ex-BN 6606 (GN 433), acquired 4/85; in service.
6607	F45	1969	Ex-BN 6607 (GN 434), acquired 4/85; parts unit.
6608	F45	1969	Ex-BN 6608 (GN 435), acquired 4/85; in service.
6613	F45	1969	Ex-BN 6613 (GN 440), acquired 4/85; in service.
9141	SD45	1970	Ex-SP 9141, acquired 1/86; in service.
9142	SD45	1970	Ex-SP 9142, acquired 3/88; in service.
9143	SD45	1970	Ex-SP 9143, acquired 6/85; in service.
9144	SD45	1970	Ex-SP 9144, acquired 6/85; in service.
9145	SD45	1970	Ex-SP 9145, acquired 3/88; in service.
9146	SD45	1970	Ex-SP 9146, acquired 11/85; in service.
9147	SD45	1970	Ex-SP 9147, acquired 6/85; in service.
9148	SD45	1970	Ex-SP 9148, acquired 11/85; in service.
9149	SD45	1970	Ex-SP 9149, acquired 6/85; in service.
9150	SD45	1970	Ex-SP 9150, acquired 1/86; in service.

NOTE: SD45s, F45s and SD39s leased from National Railway Equipment Co., Dixmoor, Ill.

Roster compiled 7/88 by Jim Boyd

from Utah Railway, R&R, BN Annuals, SP Annuals, C&O Diesel Review and Santa Fe's Diesel Fleet.

pulsate in such a predictable fashion. Main line trains come and go out of Provo at any hour that proves convenient. As they pass through Martin empty to pick up coal tonnage at computer-controlled loading sites at either Wild Cat or Wattis, they are still considered "road jobs." The other trains, usually varying in size and length, are mine runs west (to Wattis and Hiawatha) and east (back to Martin), while becoming line haul between Martin and Provo.

Roughly a dozen crews are marked up on the Utah's callboard, and all are past masters at working the checkerboard pattern of ascent/descent that extends across almost the entire line from Mohrland to Provo. So it comes as no surprise to watch helpers being added and cut out with professional ease.

Unit train on the move

The show begins as a loaded IPPX coal run noses out of a tunnel at Martin's south end, slips through the yard and near the engine shed drops its rear portion to the explosive accompaniment of released air. The head end pulls forward to allow a five or six unit combo of SD/F45s to back aboard. The maximum train weight allowed runs to approximately 13,300 tons, while more typically the IPPX trains will go 11,000 to 12,000 tons with a maximum of 85 cars. Brakes released, a "green board" from the Rio Grande DS and several thousand tons of Utah coal are under way—just drifting at first, since it's a slight descent from Martin to Utah Railway Junction. Soon the lengthy assemblage is profiling a "V," half down and half up now on Rio Grande steel. The obvious weight of each loaded car is felt in the absence of rattles and the appearance of compressed truck springs. Westbound from Utah Railway Junction, a coal train is typically routed via the south main. Depending upon when and where Rio Grande traffic is, it will probably be slipped through a crossover to the north main or back again before topping out.

Working through sharply etched sandstone cliffs that rise tall towards the sky, coal trains lug their tonnage along the winding Price River, often strung through multiple curves. The first eight miles or so will take up a whole hour's worth of labor as the train fights up the 2.4%. to Kyune. Beyond there, the consist rolls out onto a much easier .9% to 1.1% climb. Another hour brings out the smooth, rounded hills that flank Soldier Summit, where the tracks crest just shy of 7500 feet. A quick set of moves puts the helper on its way home to Martin, while the loaded train begins its descent toward Provo on dynamic brakes.

Average time for such trains is two hours for the climb from Martin to Soldier Summit and two hours for the descent from Soldier Summit to Provo. The severity of the hill is evident in the 2.2% right out of Utah Railway Junction. The 23-mile east slope climbs 1631 feet, while the drop of 2944 feet on the west side is spread over 50 miles to Provo.

The caboose is a rarity on this mountain on either railroad. The Utah Railway's mine runs are the exception, but only on those with standard rolling stock, not the IPPX unit trains. On caboose less trains, the rear end crews ride the helpers out of Martin, and when the helpers are cut out at the summit, the men are given a ride up the adjacent track to the road power up front.

Many twists and turns lie ahead as the westbound trains depart Soldier Summit. The track loops its way down the mountain, clipping along through cuts and fills. Several miles of track and a new tunnel were built to bypass "Lake Thistle" in 1983 after a giant mud slide blocked the river and flooded the town, highway and railroad, resulting in an 81-day closure of the D&RGW/Utah Railway main line. The lake is now drained and some of the town restored, but the new "high line" is permanent. The run from Thistle to Provo is rather tame after the conquest of Soldier Summit.

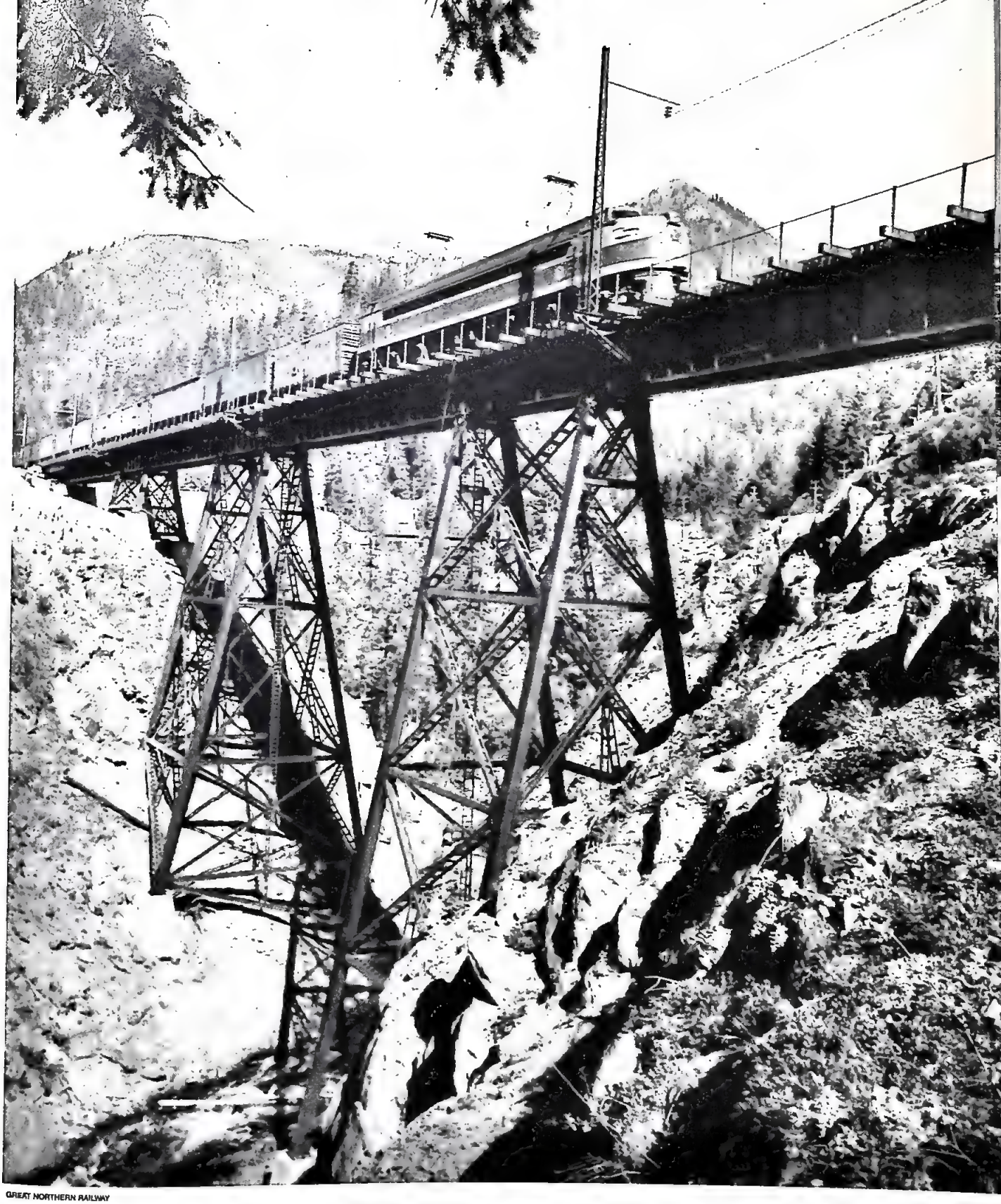
Little railroad, big engines

The Utah Railway trains continue to gather coal from the mines and lug it over the mountain to Provo to be handed to the UP. This routine will be repeated in a few hours, next week, the week after.

While many of their fellow 20-cylinder bretheren have been shredded into blast furnace scrap or rebuilt in kind for further careers, the SD45s and F45s have brought to the Utah Railway a sense of size that the typical short line will never see.

That's what coal will do for you.

ATOP SOLDIER SUMMIT on the Rio Grande main line, the helper set is cut out of an IPPX unit train. After the helpers clear the crossover, the train will be joined back together and the brakeman will be given a ride to the front of the train.



GREAT NORTHERN RAILWAY

ONE OF GREAT NORTHERN'S two 5000-hp B-D+D-B electrics (GE, 1947), leads train 442 over Nason Creek near Berne, Washington. In August 1956 the electrics were replaced by diesels on GN's Stevens Pass line.

Photo Line

EARLY MORNING AT YERMO, California, on October 23, 1969, finds Union Pacific Train 103, the *City of Los Angeles*, slowing for a brief stop. As the fireman leans out from the cab of E9A 947 to hoop up the orders, a baggage handler rolls out a cart to receive dirty linens from the sleepers. The whole process is observed by the trainman standing in the cool shade of the depot. His called freight probably won't depart Yermo until long after the *City* has scooted off toward the west.

JOHN TREEN

SUSQUEHANNA RS1 248 is busy switching cars on the Erie interchange at Passaic Junction, N.J., on October 17, 1955 (**above**), as CNJ H16-44 1515 rolls in on the NYS&W with a trainload of shippers, businessmen and rail officials who are touring the state. On September 6 that same year, mail and express were being loaded into RPO combine 73 on a Belfast & Moosehead Lake mixed at Belfast, Maine (**right**). The train is destined for the Maine Central connection at Burnham Junction.

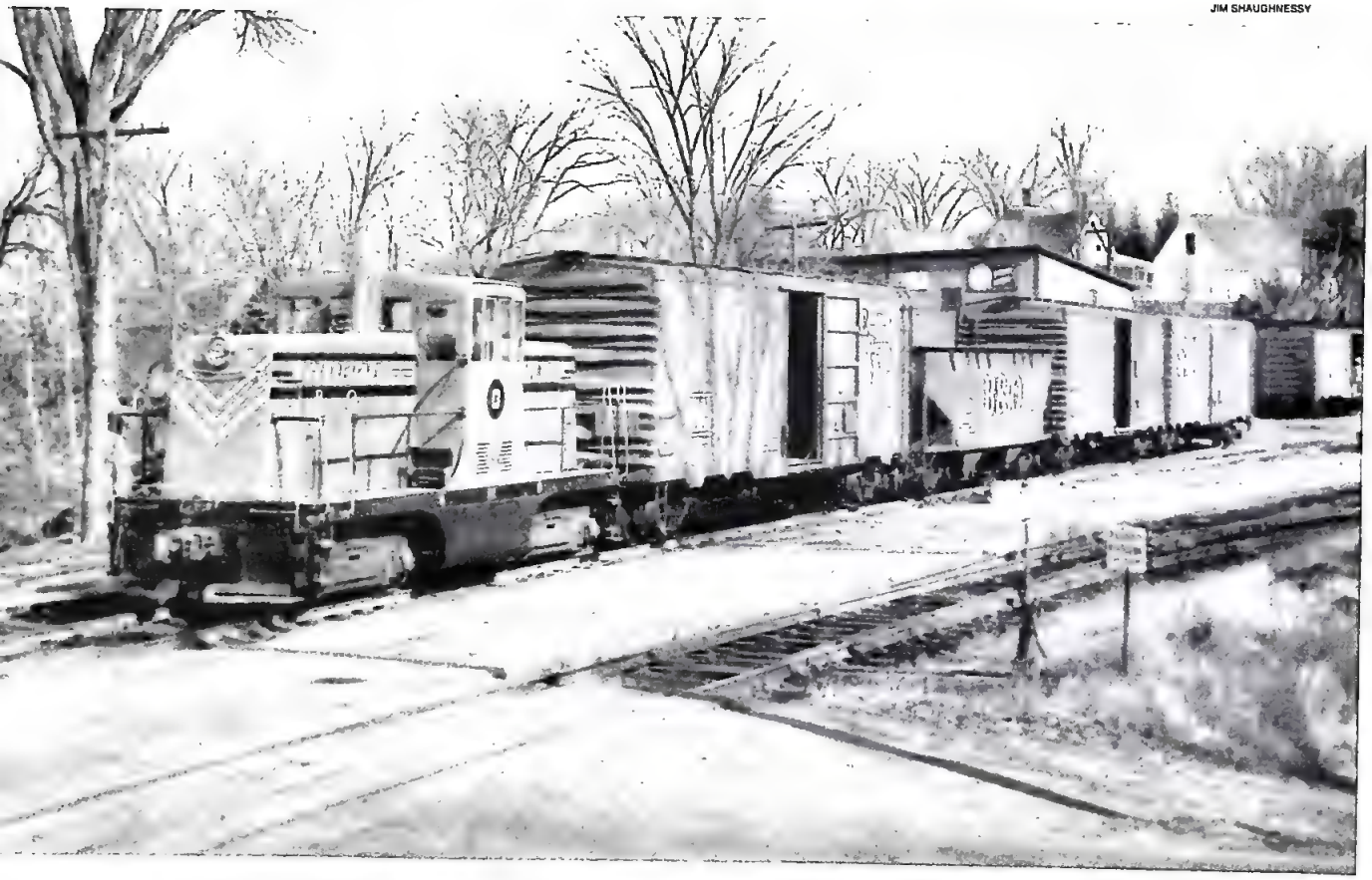
Photo Line

JOHN C. ILLMAN

JIM SHAUGHNESSY

DAVID C. LUSTIG

JIM SHAUGHNESSY



CENTERCABS ON BOTH COASTS are represented by the GM Model 40 working McDonnell-Douglas' Torrance, California, plant (top) in January 1976 and Claremont & Concord GE 44-tonner 13 at Claremont, New Hampshire, in the early '60s. With a full 380 h.p., C&C 13 is the undisputed champ in this lightweight competition. The Model 40 was just donated to Travel Town in Los Angeles (see RAILNEWS), while the C&C 13 wound up in Liberia.

Photo Line

The Bigbee Line

by John A. Craft

PHOTOGRAPHY JOHN A. CRAFT, EXCEPT AS NOTED

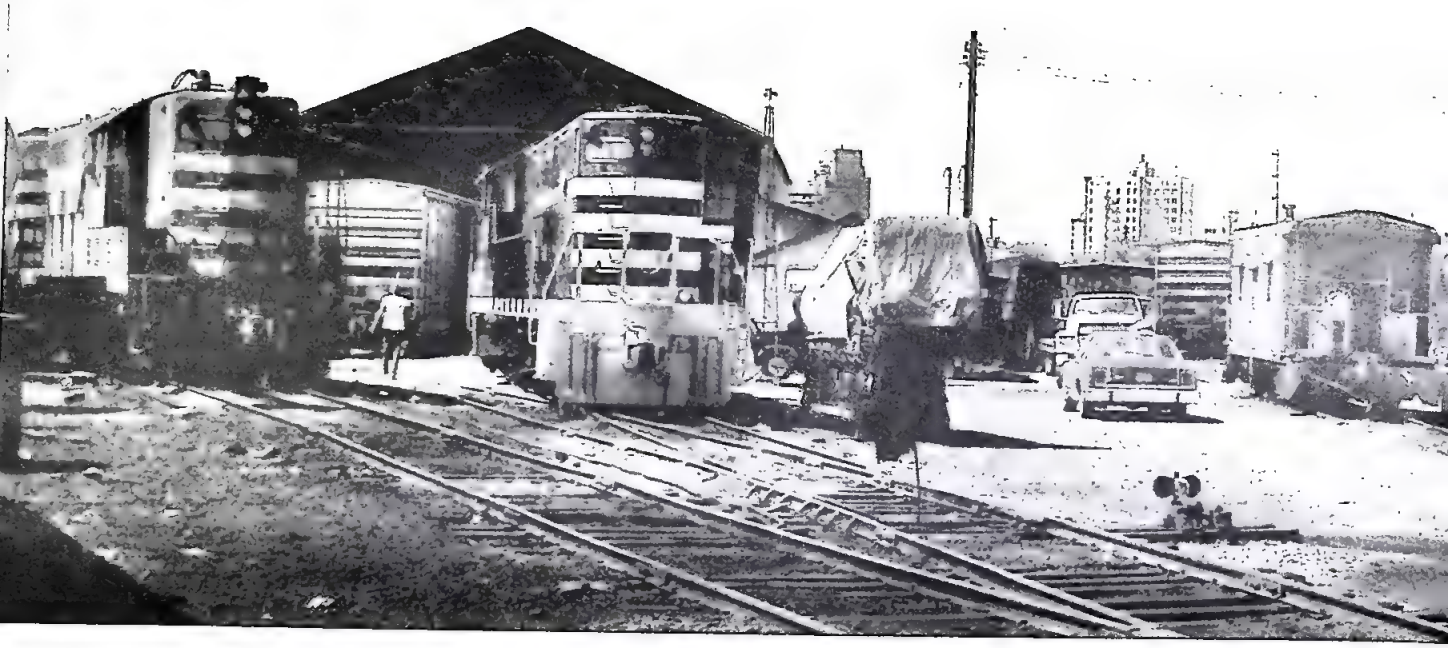
THE NIGHT JOB to Naheola (pronounced NAY-he-ola) paused at the Burlington Northern (Frisco/AT&N) diamond at Cromwell, Ala., at 10:35 p.m. on November 18, 1987. Back in August 1958 (below), caboose 107 and Geep 1 were at Meridian, Miss.

J.P. LAMB, JR.

Naheola: the Choctaw name for a settlement here on the banks of the Tombigbee River. Stand here on a summer's night and watch the ghosts float past: the Indians who once hunted, danced and sang here; the steamboat *Eliza Battle*, her 2000 bales of Mobile-bound cotton ablaze and 200 passengers jumping into the icy waters; the parade of steam locomotives over on the highway bridge.

No, it's not a mistake—here at Naheola, trains use Alabama Highway 114 to get across the Tombigbee.

Naheola's bridge is just one of the attractions of the Meridian & Bigbee Railroad, a 50.36-mile property operating between Meridian, Mississippi, and CSX (L&N) connection at Myrtlewood, Alabama. Incorporated on January 24, 1917, as the Meridian & Bigbee River Railway, construction did not begin until the ICC granted approval on September 24, 1926. Work began soon afterwards under S.A. Neville, father of M&BR owner George M. Neville. The M&BR got as far as a connection with the Alabama, Tennessee & Northern at

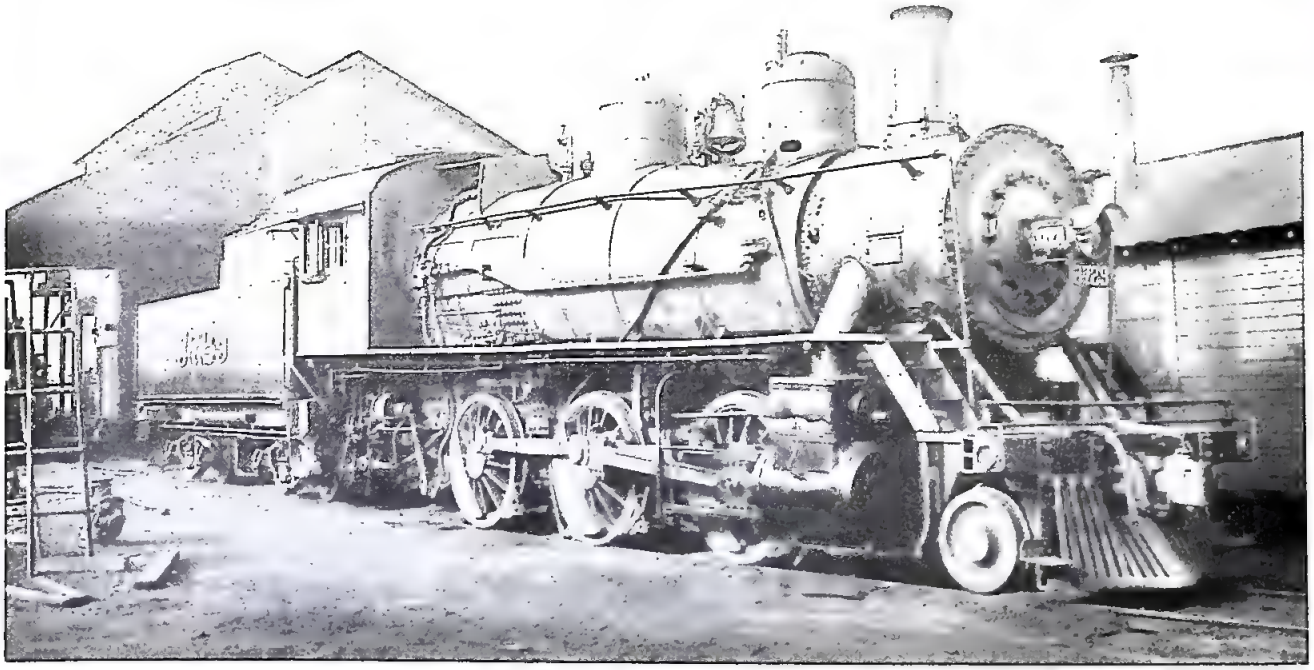


THE ENGINE TERMINAL at Meridian on September 24, 1987, finds Geeps 104 and 101 at left, as the 102 sits in the center, fresh from repainting. On the right is caboose 206; both 206 and 207 (below, same day) were renumbered from 106/107 when the CF7 needed the 106 number slot. GP7 No.1 (bottom) is shown in March 1964.

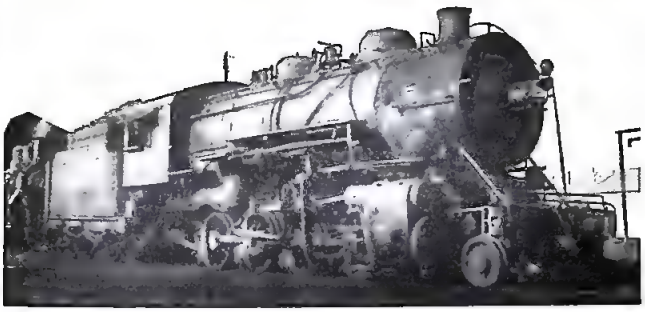
COLLECTION OF DAVID S. PRICE

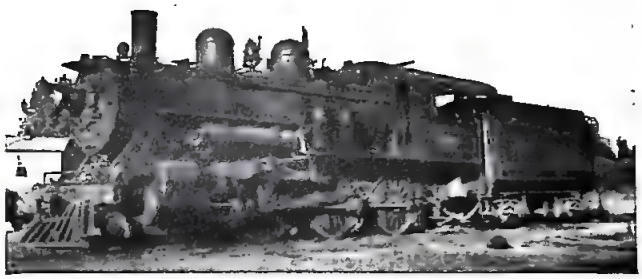
Cromwell, Alabama, 30 miles east of Meridian, before the spectre of the Great Depression descended upon the country, and in June 1933 the M&BR filed for bankruptcy. To get back on the "right track," Trustee W.E. Hopkins borrowed $985,000 from Reconstruction Finance Corporation, allowing the road to finish construction to "Myrtle Wood" and rehabilitate the existing line. (It was at this time that Virginia Bridge & Iron Company erected the Tombigbee River Drawbridge.) Shortly thereafter, M&BR's ex-CNO&TP 2-6-0s began handling cars off the Sumpter & Choctaw at Choctaw City and the Louisville & Nashville at Myrtlewood for the first time.

To haul the traffic through the piney woods (major traffic source for a logging line that once met the M&BR near Milepost 8), Mr. Neville's railroad owned a variety of hand-me-down locomotives. Service was begun with three locomotives from the Jackson & Eastern: two ex-CNO&TP 2-6-0s (from CNO&TP's "Queen and Crescent Route" partner, the New Orleans & Northeastern) and a decrepit 4-4-0 built during the War Between the States for the U.S. Military Railroad and winding up on the NC&StL. Before the last fire was dropped in Meridian in 1952, no less than 13 engines of six wheel arrangements and ten previous owners made the trip to Cromwell and points east. Never, though, did one of M&BR's "passenger engines" (4-6-0s 52 and 125 and 4-6-2 2056) lock onto a piece of varnish. Plans to inaugurate passenger service when the line was complete to Myrtlewood fizzled in the wake of Black Friday, and M&B's advertised connections were all freight trains.



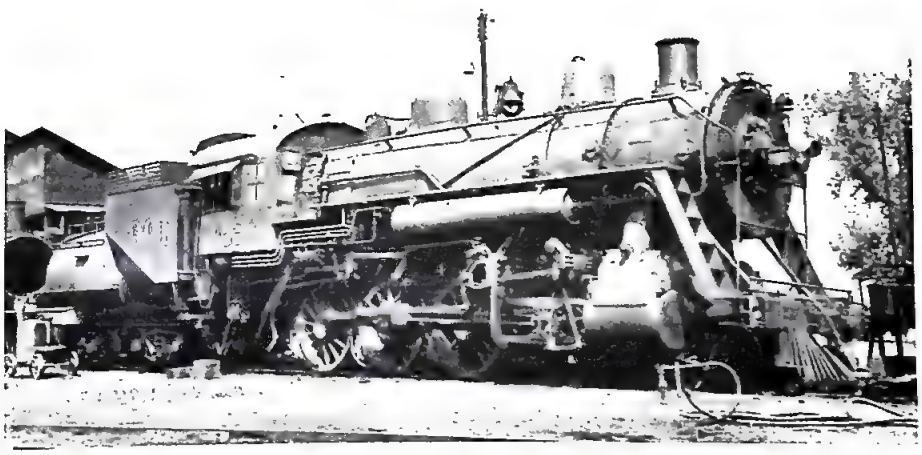
FOUR PHOTOS COLLECTION OF GIL HOFFMAN





MERIDIAN & BIGBEE RIVER never bought a new steam locomotive, and only four (116, 991, 2056 and 3729) were on hand for the reorganized Meridian & Bigbee in July 1952. Big ICRR Mogul 3729 (top) and ex-Susquehanna & New York 2-8-0 116 (above) were at Meridian in December 1949 (the 116 is now displayed at the Jimmie Rodgers Museum in Meridian). Former-WofA 4-6-0 125 (above right) is shown in September 1940. Ex-ICRR 2-8-0 991 is shown (right) with its original ICRR Vanderbilt tender in 1939 and with a new tender (below) in December 1949.

J.P. LAMB, JR.



MERIDIAN RAILFAN J. Parker Lamb, Jr., photographed the M&B extensively in the late 1950s and early 1960s. He caught Geeps 102 and 1 (above) in August 1958 on an interchange run to the IC passing Southern power in the joint IC-SR yard in Meridian. On a similar run (below), they were passing the GM&O freight house in Meridian. Note the horse-drawn cart above No.1's cab.

FOUR PHOTOS J.P. LAMB, JR.

HOT AUGUST WEATHER caused the crew of GP7 No.1 to open the front door on the short hood for better ventilation as they traversed a timber trestle near Meridian. Geep 102 was idling at the engine terminal (below) in 1958. The EMD-styled nose stripes were similar to Frisco's Geeps, and they have since been simplified.

An L&N connection helped the Bigbee's financial position, but the Depression's grip on the rural Black Belt kept profitability at bay. World War II traffic levels allowed the Trustee to retire $85,000 of the debt, but by 1945 unpaid interest amounted to $288,655. Reorganization was completed in 1952, and the new Meridian & Bigbee Railroad took possession of the M&BR assets.

The new M&B began its corporate life with a very substantial debt of $1,284,655 in 1952 dollars, and the need to reduce the operating ratio was obvious. M&B's answer to the problem was brand new, shiny blue GP7 No.1, delivered in the summer of 1952, and this one diesel replaced the four remaining steamers. A new caboose and train radio followed in 1954, and trackwork continued. A second diesel, GP9 102, followed in 1957, and the once-floundering M&B could claim to be as prosperous and profitable as her Class 1 connections.

The year 1958 was a banner one for the M&B: Marathon Southern Paper Corporation began construction on a paper mill at Naheola, and that move secured M&B's future. Traffic levels increased, and a third diesel (ICRR GP7 8951) was bought to handle the work. For the railfan photographer, though, the M&B could be difficult prey, as most trains ran at night.

With the mill on line and traffic for the L&N connection growing, a fourth

diesel (ex-NYC GP9 7467) was acquired from Precision Engineering in 1967. Increasingly, two trains a day were required to maintain service, and the railfan visiting Meridian finally stood a good chance of catching the M&B running in daylight. And today things continue to get better. Special contracts, such as the massive shipment of sawlogs (from MidSouth Rail at Redwood, Miss., via Jackson and Meridian to Naheola) and the new log chipper recently finished in Meridian to supply the Naheola mill (now owned by the James River Corporation), spell profitability for years to come and required the addition of ex-TA&G/Southern GP7 105 and former-Santa Fe CF7 106 to the roster in the 1980s. For this railroad, at least, the future is bright.

MERIDIAN & BIGBEE ALL-TIME LOCOMOTIVE ROSTER

Steam Locomotives

Number	Type	Builder	B/N	Date	Weight	Drivers	Cylinders	Notes:
1	2-6-0	Baldwin	11225	9/1890	51 tons	52½"	19" × 24"	Originally CNO&TP 243; then NO&NE 243; to Meridian & Memphis 1 on 2/18/13; to Jackson & Eastern 1; to M&BR 1 in 1926.
18	4-4-0	?	?	1883	41 tons	66"	17" × 24"	Originally U.S. Military RR; to Nashville & Chattanooga 58; to NC&StL 58; rebuilt by NC&StL in 1882 (a Cullen engine); re# 18 in 1915; to Georgia Car & Locomotive Co. 416 6/1/19; to Jackson & Eastern 18 7/19/19; to M&BR 18 in 1926.
52	4-6-0	Pittsburgh	?	?	?	?	18" × 24"	Original owner unknown; to M&BR 52.
116	2-8-0	Baldwin	44835	1/1917	?	51"	23" × 28"	Originally Susquehanna & New York 116; to M&BR 116 2/43; to M&B 116 7/52; to City of Meridian for display 5/53.
125	4-6-0	Alco-Rogers	43022	3/1907	90 tons	61"	21" × 28"	Originally WofA 152; to M&BR 126 in 1936.
235	2-6-0	Baldwin	7439	9/1884	52 tons	52½"	19" × 24"	Originally CNO&TP 226; to NO&NE 226; re# 235; rebuilt in 1903; to Jackson & Eastern 235 4/29/17; to M&BR 235 in 1926.
421	2-6-0	Rogers	4785	11/1892	63 tons	56½"	9" × 26"	Originally ICRR 421; to M&BR 421 9/30.
469	2-6-0	Rogers	5078	11/1895	63 tons	56½"	19" × 26"	Originally ICRR 469; to M&BR 469 12/15/36.
474	2-6-0	Brooks	2603	11/1895	63 tons	56½"	19" × 26"	Originally ICRR 474; to M&BR 474 12/15/36.
668	2-8-0	Rogers	5781	7/1902	100 tons	56½"	20" × 28"	Originally ICRR 668; to M&BR 668 12/28/40.
991	2-8-0	Baldwin	36178	3/1911	111 tons	63"	22" × 30"	Originally ICRR 991; to M&BR 991 9/27/39; to M&B 991 7/52.
2056	4-6-2	Alco-Richmond	53215	3/1913	124 tons	61"	25" × 26"	Originally ICRR 1133; rebuilt with low drivers and re# 2056 12/30/41; to M&BR 2056 1/8/46; to M&B 2056 9/52; scrapped 1953.
3729	2-6-0	Pittsburgh	2293	8/1901	89 tons	53½"	20½" × 28"	Originally ICRR 570; re# 3729 9/7/37; to M&BR 3729 10/2/41; to M&B 3729 7/52; scrapped 1953.

STEAM ROSTER compiled by Gilbert H. Hoffman.

Diesel Locomotives

Number	Model	Builder	Date	B/N	Notes:
101	GP7	EMD	8/52	17428	Bought new as No.1, re# 101.
102	GP9	EMD	4/57	22416	Bought new as 102.
103	GP7	EMD	3/51	14009	Ex-ICRR 8951; to M&B 12/84; rebuilt Paducah 8/76; nose chopped Meridian 1987.
104	GP9	EMD	8/57	23600	Ex-NYC 6067, to 7467, to PECO 7467, to M&B 8/67.
105	GP7	EMD	8/51	14740	TA&G 709; to SR 706H; to SR 8236H; to M&B 1/83.
106	CF7	EMD	5/50	9607	Originlally AT&SF F7A 325L; rebuilt into CF7 2442 8/77; to M&B 1/86.
8244R	GP7	EMD	1/53	17681	Ex-SR 2609R to SR 8244; to M&B 1/83; used for parts.

DIESEL ROSTER accurate as of April 1, 1988; compiled by John A. Craft with information from M&BRR, Ken Ardinger and A.L. Goodman.

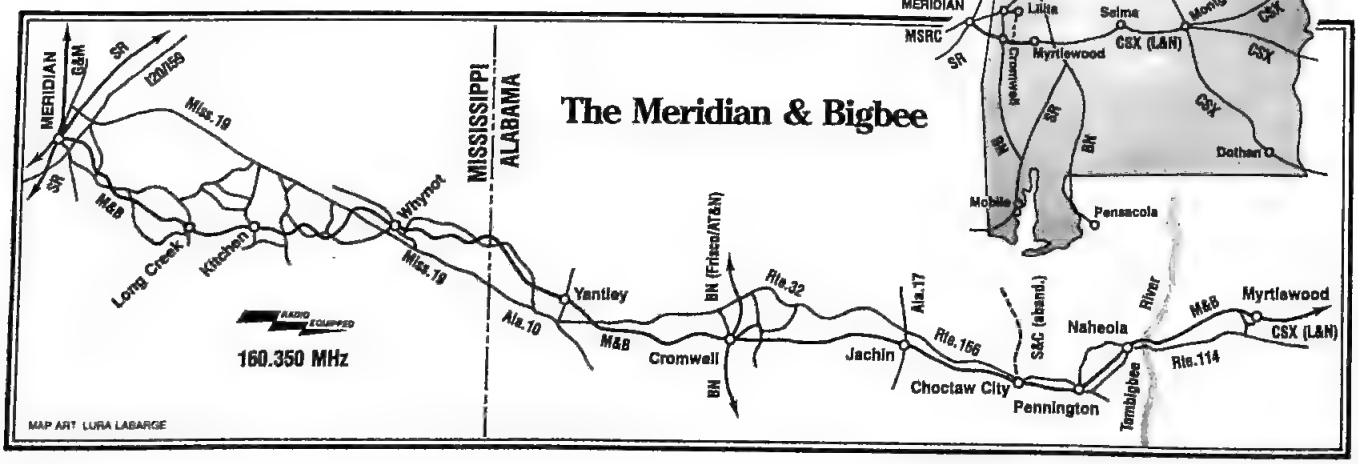
THE TOMBIGBEE RIVER drawbridge at Naheola was built by the railroad but had a deck added to permit Alabama Highway 114 to use the same span. In January 1984 an eastbound freight (above) had traffic stopped at the west end. Whenever a train would clears the bridge (opposite left, westbound) auto traffic (below) follows along close behind.

THE MORNING SUN is penetrating the cab of Geep 104 as it leads a train eastward at Long Creek, Miss., a few miles east of Meridian, on December 3, 1987.

Lacking the spectacular scenery of Cajon Pass or the Rathole Division, the Meridian & Bigbee often gets overlooked when the time comes to plan rail-fan trips. It's a shame; the M&B's people are among the friendliest in railroading today, and the operation is both interesting and a model of efficiency. Join me in Meridian for a day and let me show you what I mean.

I like to get up early, so the alarm goes off at 5:30 a.m. After breakfast at the Red Hot Truck Stop (there's a good view of the M&B tracks and coffee with more BTUs per gallon than M&B's diesel fuel), we'll saunter over to the M&B facilities straddling 18th Street about 7:00. The crew of the day train is getting the caboose ready (yes, M&B still uses their caboose), and the cars delivered by MidSouth, are being coupled up. Though Meridian is on the Southern main line between Birmingham and New Orleans and the Gulf & Mississippi's former-GM&O line between Corinth and Mobile, the M&B's busiest interchange is with MidSouth's ex-ICRR line from Meridian west to Shreveport.

The air is quickly made, and the two Geeps on our 50-car train get moving about 7:30 a.m. Our first photo spot today is a highway overpass at Milepost 6.8, near the summit of M&B's only real grade. Those two EMDs will fight for upwards of a half-hour to get their tonnage up to the summit, but once over the top, it's all downhill. Our train sails through Whynot, Miss., and Yantley, Ala., before making the first stop at the Burlington Northern (Frisco/AT&N) interchange at Cromwell. The joint M&BR-AT&N depot still stands and makes a nice part of the scene as cars



TWO KODACHROMES: JOHN A. CRAFT

MIDSOUTH RAIL is the Meridian & Bigbee's direct connection at Meridian; on September 24, 1987, M&B 104 had a train pulling alongside a set of MSRC power. That same day, CF7 106 (bottom) was working as the mill switcher at Naheola as 101 and 103 arrived. In mid-1968 (below) the M&B units wore a lighter dark blue and richer yellow.

are swapped in the small yard. With the work completed, the train is reassembled and eastward progress continues.

Work at the Jachin Lumber Company in Jachin and the James River warehouse in Pennington is not needed today, so our train eases into Naheola about 10:30 a.m. Switching the big paper mill here will take the rest of the morning and usually features an appearance of the plant switcher (M&B CF7 106 is the regular engine, with ex-SR Geep 105 as second choice). If you want to take pictures around here, be cautious and be aware that trespassing

EKTACHROME: JIM BOYD

KODACHROME JOHN HALL

KODACHROME JOHN A. CRAFT

A LONG TIMBER TRESTLE spans the backwaters of the Tombigbee River just east of the famous railroad/highway drawbridge. The 103 and 101 were eastbound on January 21, 1984; the 102 had a freight eastbound over the drawbridge (left) on March 6, 1988.

is frowned upon; besides, there's ample access to be had from the public road crossings near the mill.

At some point, the last few miles to Myrtlewood must be covered and interchange with CSX/L&N made. On days when a meet between the two roads is timed, a beautifully choreographed interchange is performed, with cars traded so quickly as to be amazing. It's also the chance to really experience that bridge—once the train is out on the bridge, highway traffic falls in behind the last coupler, an unusual perspective in railfanning. Getting to the tracks in Myrtlewood is easy; just follow the signs to the boat landing and head downhill. After the interchange at Myrtlewood, however, don't wait for the trains to leave; get back to Naheola and set up at the west end of the bridge for a shot of the westbound train.

The Naheola drawbridge

Many fans are familiar with roads and rails on the same bridge: notable examples include the Huey P. Long bridge near New Orleans, the MacArthur bridge in St. Louis and the much-trod New River span at Thurmond, West Virginia. But in none of these cases does the railroad and highway share the

same *space* as they do at Naheola (a similar span survives for now on the South African Railway's George-Knysna branch, and the original Springfield Terminal mixed its 44-tonner with Chevys near its junction with the B&M).

Meridian & Bigbee's 54-year-old span at Naheola has had a varied life. Built as a rail-only bridge in 1934, a highway deck was added by the State of Alabama in 1958 to provide easy access from Marengo County to the Marathon Southern mill at Naheola. At the time, the single-lane through the draw span opened up to a narrow two-lane deck on the east approach. Traffic was, and continues to be, controlled by a series of traffic lights on a six-minute timer, which can be overidden by the bridgetender. The owner (M&B), of course, has priority over the bridge. It's a system that works on this lightly-traveled road.

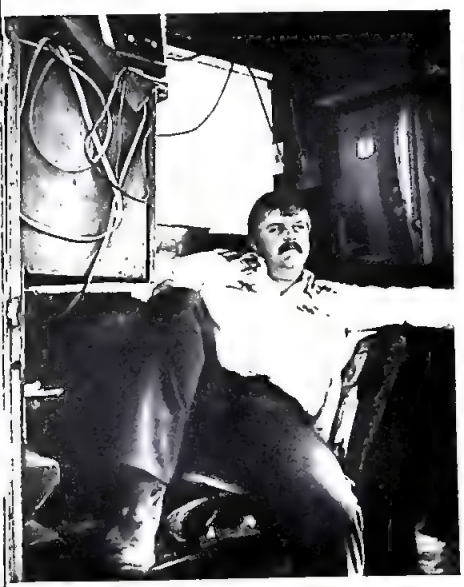
For the photographer wishing to shoot the operation, the west end is the most photogenic, and there is plenty of room for parking off the road. Walking out onto the bridge, however, is discouraged by James River's (M&B's owner) insurance company, so stay on land (our shot was specially arranged).

Relief Bridgetender W.T. Clark has a few stories to tell. He can point out where the burning *Eliza Battle* sank just north of the bridge, tell you the history of the bridge and the surrounding countryside, and highlight the unusual traffic (like the occasional raccoon that wanders out ahead of the night train to cross the river). He grew up at Jachin, where his granddaddy built the Jachin Lumber Company, and knows the area well. And he says the bridge is in "pretty good shape."

And as long as the Demopolis and Coffeeville locks aren't enlarged, the drawbridge (big enough to handle the Tenn-Tom and Warrior River barge traffic that can fit those locks) is safe.

Headin' home

Back at the mill in Naheola, switching is finished up, and the crew eats lunch before heading west. If we want lunch, our choice is limited to "Mc'S Burger Bar" in Pennington (right across from a great shot of the M&B). Only another stop in Cromwell (and occasionally a set-off at the Custom Car Company's freight car facility in Whynot) will slow us down before the grade we'll encounter on our way back to Meridian. Once into town, our train's cars are delivered to the MidSouth yard, and power and caboose are put away, usually by 3:00 p.m. Not a bad day's railfanning: 100.72 miles on a first-class short line and one of the country's most unusual bridges. There's even time left over to check out the Southern and MidSouth action in town. But plan to get cleaned up before dinner; we're eating at Weidmann's, a Meridian tradition not to be missed. ⊂



BRIDGETENDER W.T. Clark was manning the M&B's Tombigbee River drawbridge on March 6, 1988. The only "lunch" in the area is Mc'S Burger Bar at Pennington.

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A "Big, Huge Engine"

by Steve Patterson

The return of Clinchfield 4-6-6-4 675.

JUNE PATTERSON

YOUNG STEVE PATTERSON posed for Mom's snapshot with Clinchfield 675 at Kingsport, Tenn., in 1946. The 675 posed for a portrait at Erwin on July 19, 1948.

"Railfanning Is . . . seeing a real live resurrection after 42 years." Clinchfield 675 and I go back that far. You see, my builder's plate says I was born and raised in Kingsport, Tenn., and at that time in the early 1940s the town produced what I'd call three hardcore railfans: Ken Marsh, David DeVault and myself. As teenagers, we came to know the likes of Mallets, Mikados and A-B-A Fs by sneaking down to the Clinchfield Railroad station on warm summer evenings. Today, David is still at home, Ken is traffic manager for Texas Eastman at Longview, and I'm a hogger for the Santa Fe in Denver. You never realize how old you are until you look at a good friend and say, "I've known him for some 43 years!"

My mother used to drive my brothers and me around on Sunday afternoons, and of course my favorite spot was the depot. Once in a while I'd get lucky and see a coal train there. The larger road engines my mom would always point out as being "big, huge engines," as they'd cut off from their train (to keep from blocking the one crossing in town) and prance up to the water tank and back with those huge tenders that had nothing but wheels underneath. The "big, huge engines" turned out to be the 670-class Challengers that Clinchfield bought from the D&RGW to ease wartime traffic demands. The Rio Grande was not impressed with the big UP-designed Alcos since they could not get them to properly steam. One of the first things Clinchfield did to the 4-6-6-4s was to eliminate the dual stacks, making them single-stacked to improve the draft. But the 670s went to scrap soon after the war as the CRR was no longer impressed by them, either.

Years later, after I had long since left home, joined the Santa Fe, gotten married and was living in Needles, California, my wife Maxine—knowing that I had always dreamed of owning a Howard Fogg original painting—gave me $100 and said, "this is your start toward a Fogg painting." A few years later, after meeting Howard, it was becoming apparent that he would indeed accept my commission for a painting. I was then struck with the most difficult decision I think I have ever faced: what would the painting be of?

For several months I played with that idea. But finally, those early encounters with those big, huge engines won. For the setting of the painting, I told Howard to put it in the Nolichucky River Gorge over on the Tennessee/North Carolina border, and make it an autumn scene; we added some wooden reefers for more color. And it was that color alone that really clinched my memory of the Clinchfield Challengers, because all else I had were photographs in black & white. Howard's painting was as close as I'd get to ever seeing those 670s again. Or so I thought . . .

Until the night of June 17, 1988. About a dozen of us were gathered outside, of all places, the Union Pacific roundhouse in Cheyenne, Wyoming, waiting patiently as a certain 4-6-6-4 numbered 3985 was undergoing a re-

J. BOWIE, CHARLES FELSTEAD COLLECTION

TWO KODACHROMES. JIM BOYD

THE IMAGE OF CLINCHFIELD 675 was under steam at Cheyenne, Wyoming, on June 17, 1988. The locomotive was, of course, Union Pacific's 3985, which was altered by Virginia railfan Ron Flanary and his crew with new number boards, contact-paper lettering and a cardboard visor on the headlight. It was a vision that lasted from about 9:00 to 10:30 p.m.; just long enough for a night session conducted by the R&R staff. The real Clinchfield 675 had been built as D&RGW 3805 to the same specs as UP's wartime 3985.

PHOTO: MIKE DEL VECCHIO

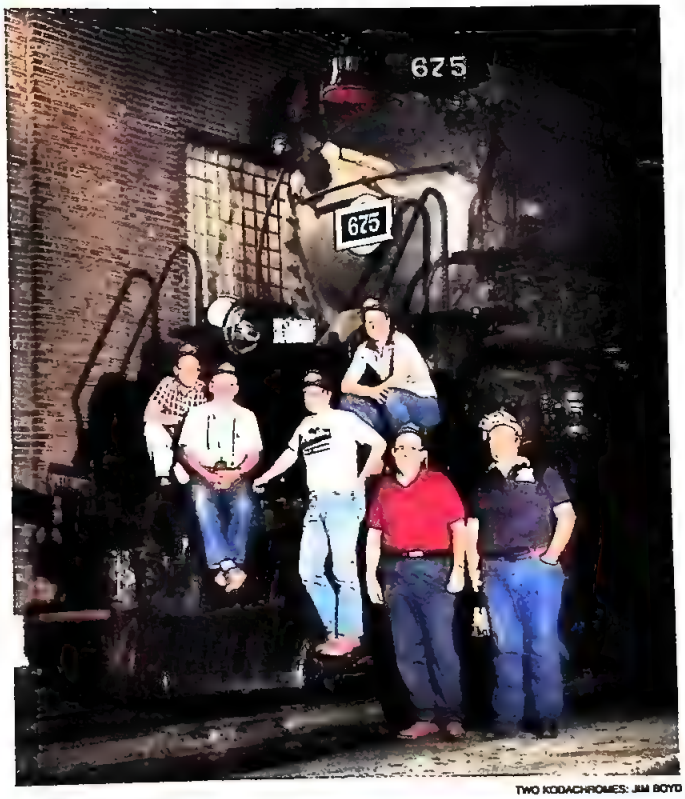
markable transformation. Our being there was a direct result of Virginia rail-fan Ron Flanary's statement to UP Manager of Train Operating Practices Steve Lee during the 3985's May 24, 1987, excursion run (MARKERS, page 65, September '87 R&R). Backed by a number of fellow Clinchfield fans, Ron had proceeded to inform Mr. Lee that "your engine is very nice, even though it has the wrong name on the tender." The 3985 was of the same wartime design as the Clinchfield engines. If we couldn't get the Challenger to Kingsport, maybe we could bring a bit of Kingsport to the Challenger.

The Wyoming sky grew colder that

June night while Ron's comment from the year before bore fruit. Shortly, the 3985's number boards were fitted with three digits quite familiar to me. A visor was added to the headlight. Then the tender carried on its left side letters which I'm sure very few people, if any, can remember ever seeing on any locomotive in the cowboy state.

For a spine-tingling hour and a half, I stood face-to-face with Clinchfield Challenger 675, *my* 675, the same 675 that's pounding along the Nolichucky River in my Fogg painting. I hardly cared that this was Cheyenne, Wyoming, and not Kingsport, Tennessee. Nor did the fact that Union Pacific lettering still adorned the tender's blind side stop me from taking some time-exposed photographs. How nice it was to relive and revisit what I hadn't seen for 42 years.

It's a shame we couldn't run her to Laramie that way for the next day's trip with the Rocky Mountain Railroad Club. The Clinchfield markings (painted on contact paper by Flanary and his co-conspiritors) came off less than two hours after they were applied. There would have been a mass riot, I'm sure, if the hundreds of people who paid to ride behind *Union Pacific* 3985 showed up to find Clinchfield 675 in its place. Just as well. Steve Lee felt certain we could never have trucked in enough full-scale lychen to make Sherman Hill look like eastern Tennessee! ⊂



TWO KODACHROMES: JIM BOYD

ARTIST HOWARD FOGG did this painting of Clinchfield 675 for Steve Patterson in 1980; the scene is the Nolichucky Gorge near the Tennessee/North Carolina border. On June 17, 1988, the Virginia railfan crew applied new contact-paper lettering (**opposite left bottom**) to UP 3985 to recreate the image of the 675. The folks who did the work were (**above right**, left to right) Pete Morrisett, Steve Patterson, Ron Flanary, Richard Hamilton, David DeVault and Union Pacific's Steve Lee. The next day, the 3985 powered the annual Rocky Mountain Railroad Club spring trip from Denver to Laramie. The 4-6-6-4 performed a dozen dramatic photo runbys, such as this one (**right**) on the return trip.

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THREE UTAH RAILWAY Alcos (RSD4s 300/304 and RSD5 306) were westbound toward Thistle with the evening train to Provo in late July 1969. Today's power is different, but more trains are running.

Encounter on the Utah

Although the Utah Railway has been no stranger to this magazine ("Utah Pure," by Karl Zimmermann was our first feature, run in the Winter 1976 RAILFAN), it has proved to be an elusive photographic target for your editor. I never seemed to have the time to visit the Utah when I was in Colorado—except once, when I encountered it by accident. Mike Schafer, Richard Dean and I were wrapping up a two week railfan blitz of the West in July 1969, when we were racing the setting sun toward Soldier Summit in hopes of one or two photos before dark.

Approaching from the west, we drove through Thistle (a name which would many years become infamous) and headed toward the red cliffs to the east when a headlight appeared on the Rio Grande main line. The low sun made the grassland in the valley glow, and to our surprise and delight that "Rio Grande headlight" turned out to be three Utah Railway RSDs rolling downhill with a long coal train. We chased them for about 20 minutes until they ducked into the shadows near Thistle.

That was the first and last time I saw the Utah in action. One encounter—but a good one!

Welcome Bruce Kelly

With this issue, RAILFAN & RAILROAD welcomes to its staff an additional full time associate editor to our Newton, New Jersey, office: Bruce Kelly, an import from Coeur d'Alene, Idaho. (We actually put his writing talents to immediate use in the final production days of the September 1988 issue.) A well-recognized byline in the railfan press, Bruce will bring the background and outlook of a "Western railfan" to join Midwesterner Boyd and native New Jerseyan Del Vecchio (and Mike Dukakis thought he had "geographic balance"). Bruce was featured in WE'D LIKE YOU TO MEET... in our December 1987 issue.

Bruce began his railfanning a decade ago when he was 15 years old and living in El Toro, California. The July '78 R&R was the first prototype rail magazine he ever bought, and he was "blown away" by Bill Rettberg's "Western Vacation" story in that issue, showing scenes of Cajon Pass, Tehachapi Loop and other nearby places which at the time seemed so far away. Having a dozen *San Diegans* through El Toro each day (led by bloody-nosed E9s and SDP40Fs in those days) wasn't enough. On summer evenings he often walked the tracks south a mile from El Toro spur to watch those Santa Fe SDX symbols and potash trains cresting the grade in a long, deep, curving cut at Milepost 189. That spot substituted for Cajon's grander landmarks until he was of age to drive to Cajon himself. Ten years later, he'd logged more than his share of summer nights at Cajon,

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CONTRIBUTORS needed– send LSSAE for guidelines.

BRUCE KELLY, of Coeur d'Alene, Idaho, has joined the R&R staff as an associate editor.

and the cut at Milepost 189 has long since been diminished by erosion and urban development.

Contributing photos and articles to the magazines became almost an addiction for Bruce during the last five years, in his words, "not as an ego trip in Run 8, but as a means to share my experience at a little-known canyon or pass or main line, as an excuse to do some traveling and to earn a few dollars from my Kodachromes and black & white 8×10s. What's made it all worthwhile is the occasional letter from someone who's photo trip to north Idaho or eastern Washington was a pleasant success because he'd read one of my stories and had the information necessary to find the trains and the nice vantage points without blowing his credit card. This avocation called *railfanning* has hooked me up with some of the finest people in the world."

"In three weeks, Jim has managed to introduce me to a Reading 4-8-4 and more railfans than I've met in the last ten years. I hope they and our other Eastern readers will forgive me my present elementary-level understanding of this region's railroad history and modern operations. Just the same, I'm well aware of—and can't wait to visit—Sand Patch, Saluda, Horse Shoe, the Northeast Corridor, Montreal, Bangor, etc."

In the meantime, Bruce has been hammering away at the computer and helping to organize the associate editors' office with Mike Del Vecchio. With three sets of hands on duty full time, maybe we can make some real headway into rendering the "Black Hole of Newton" at least into a moderately "Gray Hole." Getting the files organized and outdated material returned will be a top priority just as soon as we get everybody up to speed and can maintain the production schedule on something resembling a normal work week. Then it's off to Sand Patch ... Saluda ... etc.

The Seventh Annual R&LHS Awards

The winners of the Seventh Annual Railroad History Awards were announced at the Railway & Locomotive Historical Society's 1988 convention banquet on June 11, 1988, at the Fox Ridge Resort in North Conway, New Hampshire. As with last year's ceremony, four awards were presented in the catagories of Senior Achievement, Photography, Books and Articles.

The Gerald M. Best Senior Achievement Award, honoring a "significant contribution of long standing to the writing, preservation and interpretation of North America's railroading history," was presented to George W. Hilton. To quote the R&LHS panel, "beginning with *Cable Railways of Chicago* in 1954, Hilton has produced a steady stream of books and articles reflecting a wide-ranging and insatiable interest in railroads. His 1960 book *Electric Interurban Railways in America*, written with John Due, is a classic and essential reference for those seeking understanding of transportation in America before the automobile conquered all. His wonderful little book, *The Ma & Pa* (1963, 2nd edition 1980), is a model for historians in treating small railroads. Other books of Hilton's in second editions or reprintings are *The Cable Car in America* (1971, 1982), and *The Monon Route* (1976, 1978). In the meantime, he has also published books on passenger ferries, railroad carferries, paddle steamers and

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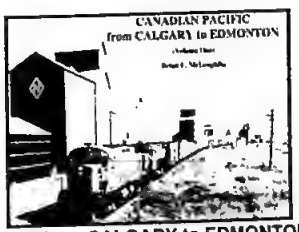

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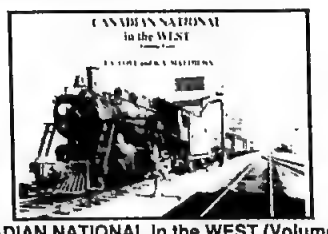

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trucks. He is currently at work on a major history of narrow gauge railroads in the U.S. As an economist, Hilton brings a solidly practical and analytical approach to everything he writes. He has served on presidential commissions and national task forces on railroad policy, and he has written extensively on railroad economics in academic publications, in the trade press and in popular magazines. In understanding railroad questions both in the past and at the cutting edge of current policy, George Hilton is indispensable."

The Fred A. and Jane R. Stindt Photography Award was given posthumously to the late Don Ball, Jr. Again quoting the awards panel: "A superb photographer in his own right, Ball's work has appeared in every popular railroad periodical. His enduring legacy, however, is his wonderful series of large-format books. In *Portrait of the Rails* (1972), *Railroads: An American Journey* (1975), *America's Colorful Railroads* (1977), *Decade of the Trains: the 1940s* (1977), *America's Railroads: the Second Generation* (1980) and *The Pennsylvania Railroad, 1940s-1950s* (1986), Ball combined his own photography, the work of numerous others, and his own interpretive text into lovely books having great visual power. Their forte is color—strong, vibrant, immediate. Don went out of his way to find and include fine color photographs, taken years ago, which otherwise might never have been preserved, let alone published. His publishers, top-rank houses like the New York Graphic Society and W.W. Norton, took care in reproduction and printing. The result is a rich record, of extraordinary value to future generations, and true to Ball's creative vision."

The nominees for the George W. and Constance M. Hilton Book Award for works published from 1985 through 1987 were: *Echoes Down the Canyon, A Western Pacific Journal*, by Ted Benson; *A History of Canton Junction*, by Edward D. Galvin; *By Rail to the Boardwalk*, by Richard Gladulich; *Narrow Gauge in Ohio: The Cincinnati, Lebanon & Northern Railway*, by John W. Hauck; *Lima: The History*, by Eric Hirsimaki; *The Southern Pacific, 1901-1985*, by Don L. Hofsommer; *Two Feet to Tidewater: the Wiscasset, Waterville & Farmington Railway*, by Robert C. Jones and David L. Register; *Union Pacific, Birth of a Railroad*, by Maury Klein; *Canadian Pacific Steam Locomotives*, by Omer Lavallee; *Railroad Development Programs in the Twentieth Century*, by Roy Scott; *One Man's Locomotives: 50 Years Experience with Railway Motive Power*, by Vernon L. Smith; *History of the Baltimore & Ohio Railroad*, by John F. Stover; *Railroads and the Character of America 1820-1887*, by James A. Ward; and *Mallets on the Mendocino Coast*, by Ted Wurm.

And it was Hofsommer's book, *The Southern Pacific, 1901-1985*, that won the award. As described by the Railroad History Awards panel, the book "stands out for its comprehensive scope, mastery of one of the most complex corporate sagas in 20th century railroading, and trenchant analysis. With unparalleled access to corporate records, Hofsommer's contribution is original and unusually valuable. He strips away much of the mystery that still surrounds the railroad which, in this century, was Frank Norris's Octopus, and is still one of the largest land owners in California. Hofsommer examines the era of a different *big four*—Edward Harriman, Julius Kruttshnitt,

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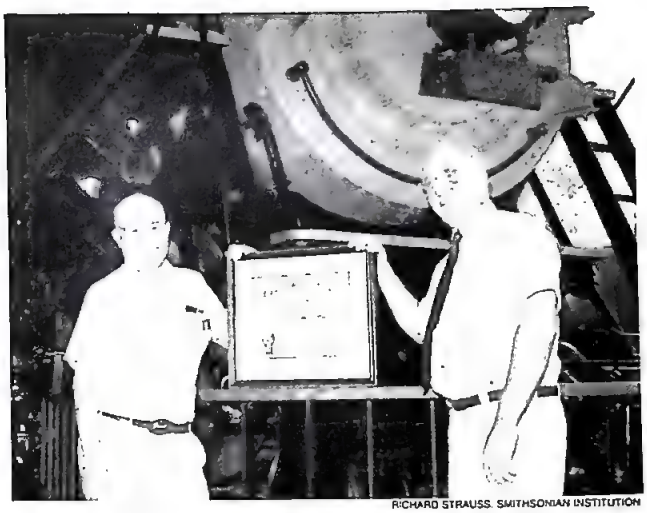

RICHARD STRAUSS, SMITHSONIAN INSTITUTION

AT THE R&LHS CONVENTION in North Conway, N.H., on June 11, 1988, Whitney and Linda Ball (l to r) posed with Article Award and Book Award winners Robert Aldag and Don Hofsommer. George Hilton (on left, at right) received his Senior Achievement Award from Jack White at Smithsonian.

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The Article Award was fully endowed last year through the generous support of friends of recently retired *Trains* Magazine Editor David P. Morgan; those contributing to the endowment were Hal Carstens, George Hilton, Kalmbach Publishing Co., Mark Smith of *Locomotive & Railway Preservation*, and Bill Withuhn of the Smithsonian Institution. Hence, this category is now known as the David P. Morgan Article Award. This year "for outstanding articles or papers published from 1986 through 1987" there were 14 nominees: "Against the Odds: Fairbanks-Morse," by Robert Aldag, Jr., in March and April 1987 *Trains*; "Embrace of the Past," by Robert Arns in November-December 1987 *Locomotive & Railway Preservation*; "NS—In the Memories of Thousands," by John A. Craft in September-October 1987 *Locomotive & Railway Preservation*; "The GP30 Story," by Win Cuisinier in January 1987 RAILFAN & RAILROAD; "Lake States—Hello, Good-Bye," by Otto P. Dobnick in December 1987 *Pacific RailNews*; "The Tennessee Central Story," by Gary Dolzall in September and October 1987 *Trains*; "When Railroads Played Roughly," by Hugh R. Gibb in *National Railway Bulletin* Vol.52, No.5, 1987; "The War Production Board & Diesels," by Eugene Huddleston in January 1986 RAILFAN & RAILROAD; "Fall of the High Line" and "1st Sub Forever," by Bruce Kelly in June and July 1987 *Trains*; "Beyond Super-Power," by Robert A. LeMassena in August 1987 *Trains*; "Light at the End of a Very Long Tunnel," by Albro Martin in Autumn 1986 *Railroad History*; "Sounders and Silence: Some Isolated Train Order Stations in Fiction," by John Stilgoe in Autumn 1987 *Railroad History*; "The Leslie Brothers and Their

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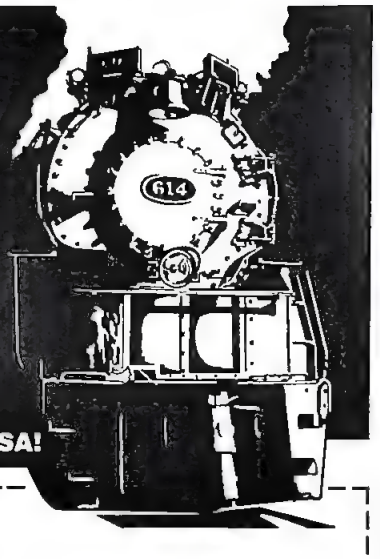

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Giant Snowblower," by Paul Swanson in January 1987 *Trains*; and "The Kansas City Southern Railway and the Dutch Connection," by Augustus J. Veenendaal, Jr., in Summer 1987 *Business History Review*.

This year's winning article was Robert Aldag's "Against All Odds: The Fairbanks-Morse." The panel announced, "with his 14-year background with Fairbanks-Morse, capped by heading F-M's railroad division up to 1960, Aldag shares insights that can only come with first-hand intimacy with his subject. Aldag tells the full F-M story, warts and all, from the successes of the 'Train Masters' to the foibles of F-M's opposed-piston engine design. This is not just a history of Fairbanks-Morse, but a first-rate addition to the whole story of the steam-to-diesel revolution on American railroads."

For the weekend of festivities at North Conway on the Conway Scenic Railroad and Mt. Washington Cog Railway, award recipients Don Hofsommer and Robert Aldag were able receive their certificates in person at the banquet. Accepting for Don Ball were his wife Linda and daughter Whitney. Those at the dinner observed that the highlight of the evening was Whitney Ball's remembrance of her father and sharing his love for trains.

Professor Hilton had been unable to attend and was presented his Senior Achievement Award by John H. White in the Railroad Hall of the Smithsonian Institution on June 24.

Election of the winners in all catagories was by secret ballot of the Awards Panel, comprised of Herbert H. Harwood, Jr.; Albro Martin; John H. White, Jr.; Arthur L. Lloyd, Jr.; Robert C. Post; James A. Boyd; George H. Drury; Geoffrey K. Germond and William L. Withuhn. Because their names were in

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nomination, panel members George Hilton and Don Hofsommer did not participate in the voting this year.

Next year's awards will be presented during the R&LHS national convention at Los Angeles, in conjunction with the 50th Anniversary of Los Angeles Union Passenger Terminal.

Another Midwesterner

Back in the late 1960s when I was still working for EMD, I had the pleasure of meeting George Hilton for the first time. He was in Washington, D.C., working at the Smithsonian, and I had just finished reading his delightful book on the Ma & Pa. We met for dinner at a corner tavern in Washington, and during the evening's conversation I asked George where "home" was. I knew his stay in Washington was to be temporary and that he had been in San Francisco for a while, but I couldn't recall where he had grown up.

Professor Hilton was a bit startled that I didn't know. "Why, in Chicago, of course," came his reply.

"Aha, another Midwesterner," I came back, "I knew there was something I liked about you."

And in a tone of voice only another cornfield flatlander could fully appreciate, Hilton observed, "you realize, of course, that even the Good Lord keeps Central Standard Time."

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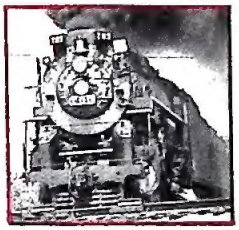

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EKTACHROME: DON SIMS

CONFEDERATE HEROS Jefferson Davis, Robert E. Lee and Stonewall Jackson got their first look at a New Georgia Railroad train on June 9, 1988 (right), powered by the former-SR FP7s. Completion of a one-mile connection has enabled NGRR trains to operate onto the previously-isolated Stone Mountain Scenic Railroad loop around the famous landmark mountain. New Georgia trains now run from Underground Atlanta to Stone Mountain Park on one Saturday each month.

KODACHROME: JAMES KARVONEN

Railnews

INDIANA RAILROAD's newly-arrived rebuilt GP9 300 (even the railroad doesn't know its heritage) sports the fresh Monon-inspired livery (**below**) at Indianapolis on June 10, 1988. The rest of the Indiana's roster consists of ten CF7s.

KODACHROME: JOHN C. BENSON

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KODACHROME: DWIGHT JONES

CSX's LAST WESTERN MARYLAND liveried unit, GP40 6573 (ex-WM 3798), powered a special all-WM train (**left**) for the 7th Annual WMRHS Convention May 13-15, 1988, at Columbus, Ohio. On the rear was a still-in-service Chessie caboose, restored to its original WM 1802 (**above**).

FRISCO 1522 worked north near Slinger, Wisc., (**below**) on Saturday, July 23, 1988, with a freight on Wisconsin Central trackage during the 4-8-2's ferry move from Chicago to North Fond du Lac. See page 38.

KODACHROME: STEVE BROWN

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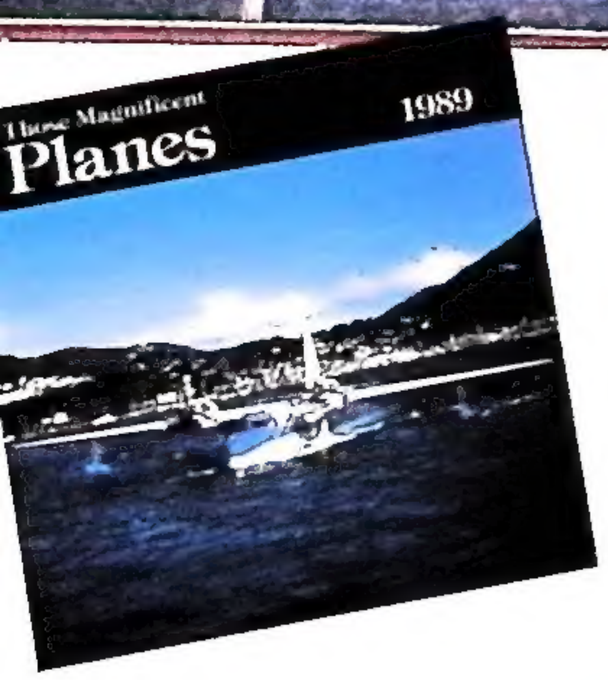

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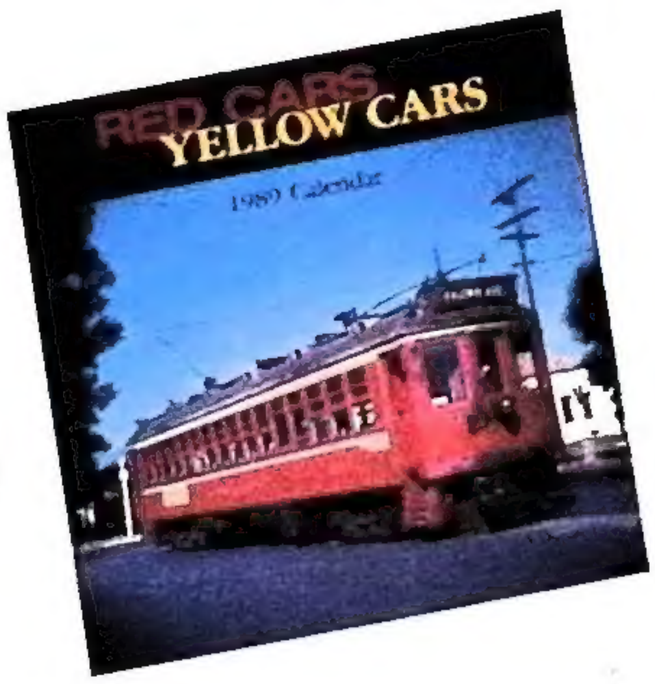

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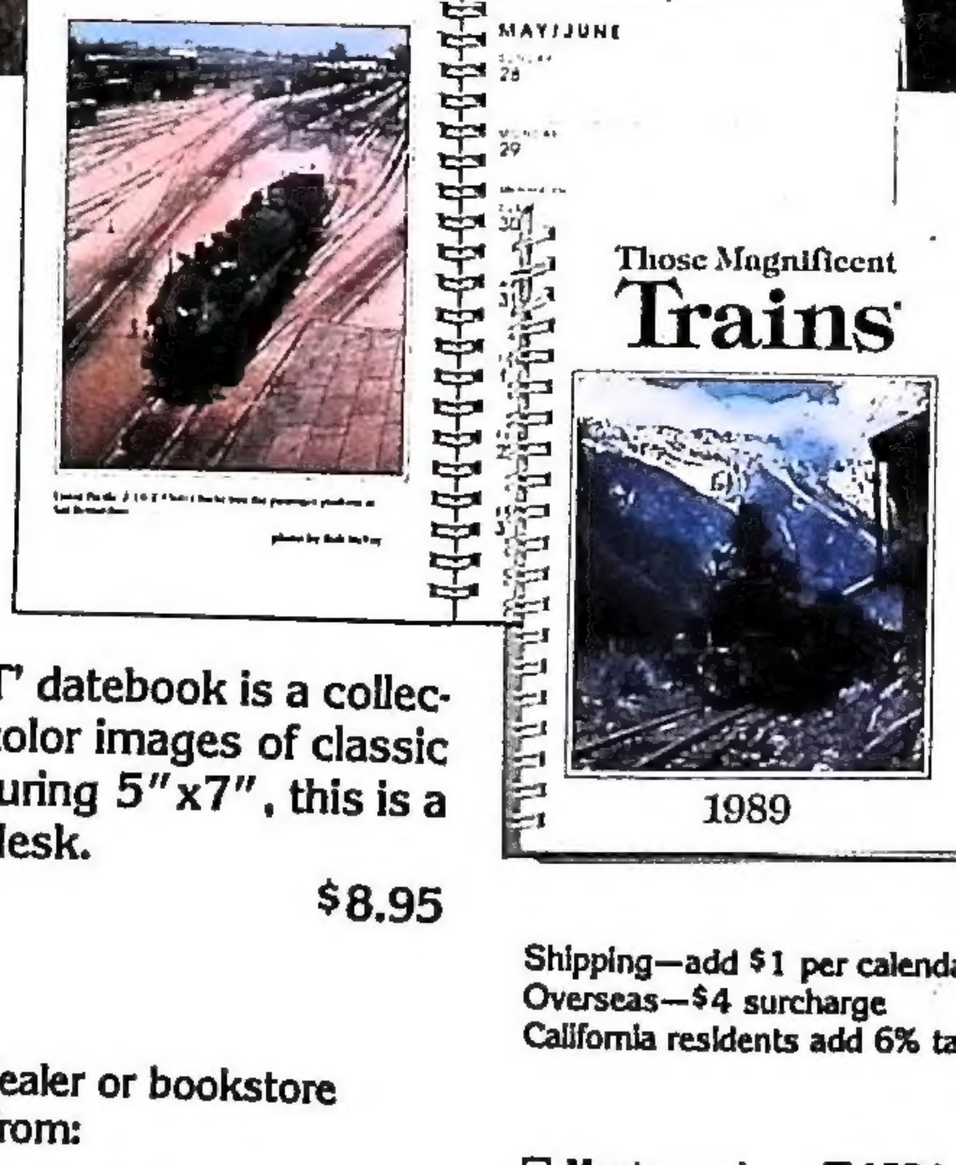

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